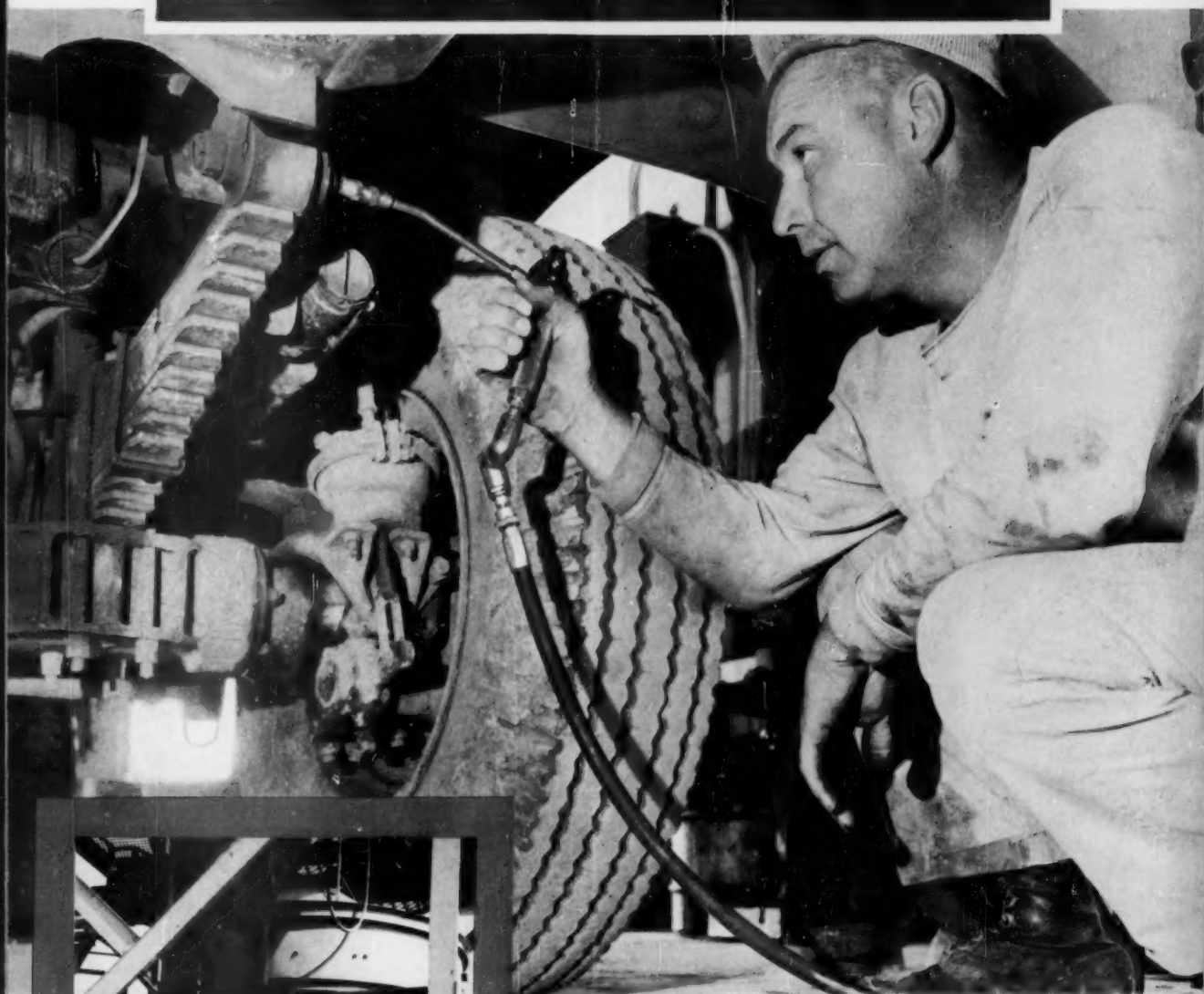


CONCRETE

The magazine of concrete work, practice and technical information

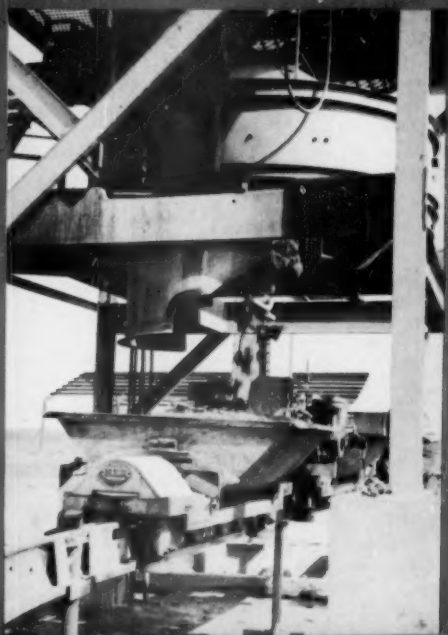


Preventive Maintenance Saves Money

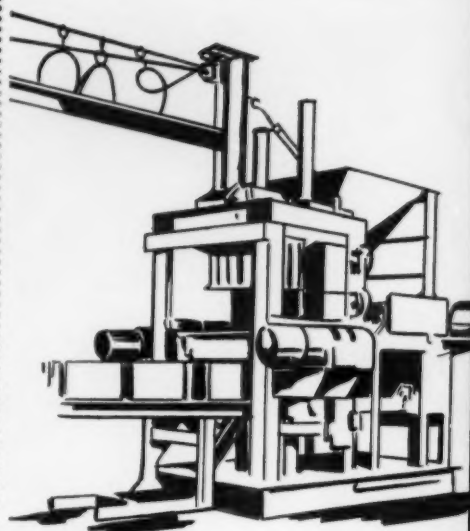
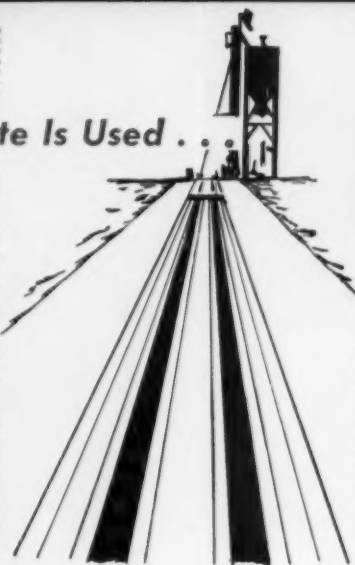
(page 32)

This miniature railroad
hauls wet concrete . . .

(page 28)



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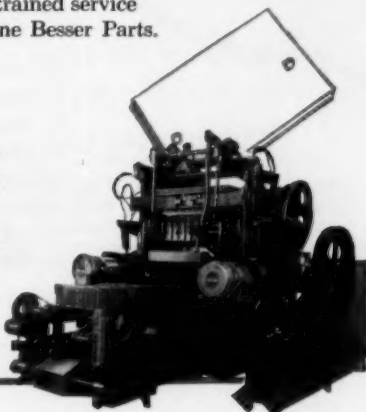
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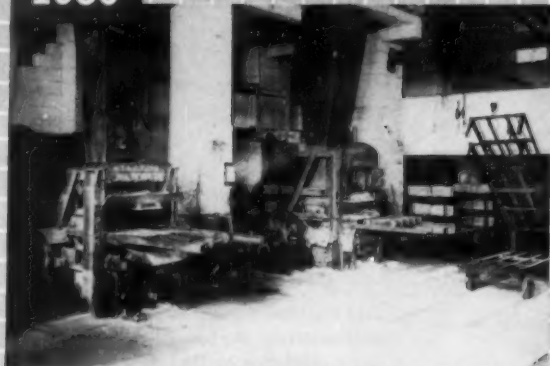
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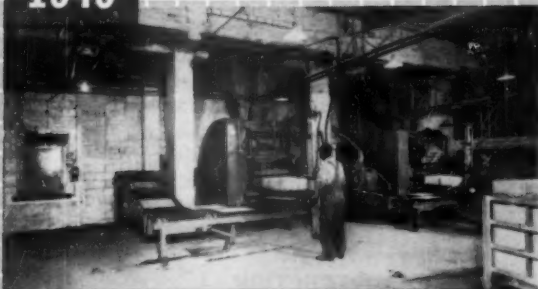
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August 8, 1958

Stearns Manufacturing Company
Adrian, Michigan

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General Sales Mgr.

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The immediate customer reaction to our improved Ideal "Star" Concrete Block has been most gratifying. Today we feel that our trade is receiving the best concrete blocks available anywhere. This of course is made possible by the fine engineering incorporated in our two Stearns Electromatic machines.

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Yours very truly,
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Earl W. Peterson

Earl W. Peterson,
President

EWP:mn



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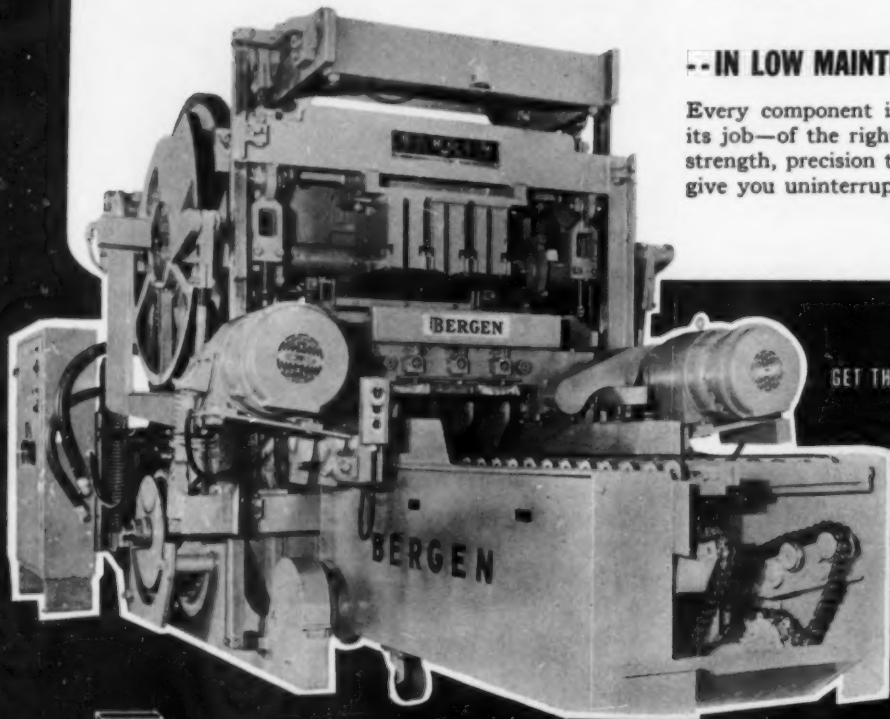
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JANUARY 1959 CONCRETE

For producers of concrete block, precast and prestressed concrete products and ready mixed concrete

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FEATURES FOR THIS MONTH

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Experimentation and innovation are the usual at Wm. Moors Concrete Products, Inc. The result is a plant with some of the most advanced and unique equipment for producing quality block. By William Grant.

Florida Calls: Over 200 Attend SECMA Meeting 26

Always interesting and entertaining, this year's Southeastern Concrete Masonry Association meeting at Miami Beach was no exception. The program included talks on labor, merchandising, credit, and delivery methods.

Concrete Rides The Rails 28

At Prestressed Concrete, Inc., Louisville, Ky., a miniature railroad set-up hauls the wet concrete from the mixer out to where the pouring crew is working on any one of the four 206-ft.-long prestressing beds.

Ready Mixed Association to Meet at New Orleans 31

Here is the advance program of the 29th Annual Convention of the National Ready Mixed Concrete Association, Feb. 16-19, Roosevelt Hotel, New Orleans, La.

Preventive Maintenance Saves Money 32

With a good preventive maintenance program, the ready mixed or concrete products producer's trucks have fewer breakdowns. Thus, customers gain in reliable service, an important factor in the continued sales of either product. Here are some of the essential elements of a good preventive maintenance program. By Howard R. Canada

Common Sense and the Employee — Editorial 21

Though the suggestions contained in this editorial were originally put forth as a part of a program to forestall a union organizing drive, they fit just as adequately into a year-around, common-sense program for developing good management-employee relations.

Advertising Representatives: Porter Wylie & Co., 114 East 13th St., New York 3, N. Y., Phone: Gramercy 5-3581; Crawford L. Elder, 2500 El Venado Drive, La Puente, Calif., Phone: Oxford 4-4116; Clarence L. Morton, 294 Washington St., Boston 8, Mass., Phone: Liberty 2-8538. Subscription Price: \$6.00 for one year, \$11.00 for two years, postpaid. No subscriptions accepted for longer than two years. Single copies, 50 cents each. Copyright 1958 by Concrete Publishing Corp. Accepted as controlled circulation publication at Mendota, Ill.

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FROM THE NEWS DESK

December Building Cost Indexes Down Slightly

The 20-Cities Construction Cost and Building Cost Indexes are down for the second consecutive month, Engineering News-Record and Construction Daily has reported. But the December decline is slight.

The Construction Cost Index is 773.81 for December, 0.05 per cent below November, but 4.8 per cent above a year ago. The Building Cost Index, at 534.79, is 0.03 per cent below last month but 3.6 per cent above last year. Both indexes are based on 1913 = 100.

Lumber prices are soft in some cities, with the decline now probably close to bottom. The slight turndown in lumber prices is largely offset by higher construction wage rates in three cities.

The ENR-CD 20-cities average price for Douglas fir 2 x 4s is off 0.8 per cent from last month. The average southern pine 2 x 4 price is down 0.3 per cent. Biggest reduction was recorded in New York where Douglas fir 2 x 4s dropped \$6.00 per Mfbm.

ENR-CD's 20-cities average wage for bricklayers, carpenters and ironworkers is 0.2 per cent above November. The average for common labor is up 0.1 per cent.

Fred Reinhold Honored By N. Y. Cancer Society

Frederick W. Reinhold, president of Anchor Concrete Products, Inc., Buffalo, has been elected an honorary life member of the board of directors of the New York State Division, American Cancer Society.

Mr. Reinhold served two years as state chairman of the Cancer Crusade and headed the Erie County, New York, Crusade for two years. He has served as vice-president of the New York State Division and a member

of its board of directors for 10 years.

He has also been a member of the executive committee and the board of directors of the Erie County Unit, American Cancer Society, for the past 10 years.

Frank Muenzer Dies, Was Industry Pioneer

Frank Muenzer, 71, founder and long-time operator of Multiplex Concrete Machinery Company, Elmore, Ohio, died November 16, at Toledo Hospital, following an illness of six months.

Mr. Muenzer was born September 23, 1887, in Toledo and lived the past 48 years in Elmore where he devoted

of Multiplex equipment finally ceases operation.

Although over the years Mr. Muenzer developed and marketed considerable automatic equipment, probably the most famous unit in the line was the old Multiplex chimney block machine. There are probably no figures available that would come close to estimating the thousands of these "muscle makers" that were shipped all over the world. They were hand-operated by swinging a long wooden handle through almost a 180 degree arc. Many a boy became a man almost overnight on this job.

Mr. Muenzer is survived by his wife, Marie, Box 284, Elmore, Ohio, his sons Dr. Robert Muenzer of Toledo, and Paul Muenzer of Oak Harbor, four granddaughters, three brothers and three sisters.



Frank Muenzer

practically his entire adult life to the development of machinery used in the production of concrete block. Although the Multiplex company has been out of business for some years, having been sold to other interests by Mr. Muenzer at the time of his retirement, it is quite likely to be many years yet until the last piece

Says 1959 Will Start New Construction Rise

An expected 6 per cent increase in the dollar volume of new construction in 1959 "should signalize the start of a new era of construction growth, along with a generally prosperous economy," according to an official of The Associated General Contractors of America.

William G. Dooley, manager of public relations and publications for the AGC, made this optimistic forecast for the future of the construction industry at the 5th year-end Business Outlook Conference of the Chamber of Commerce of the United States.

He was one of seven representatives of major segments of the economy who participated in the conference in Washington, D. C., Dec. 9.

Mr. Dooley said the dollar volume of new construction for 1958 appears to be reaching the \$49 billion total predicted by the AGC a year ago, and "it appears that new construction stands a fair chance of reaching \$52 billion in 1959." Such a 6 per

cent increase would be the largest jump in four years and would push construction volume far beyond any past record.

He said the biggest question marks in the 1959 construction volume picture are residential construction, which is greatly affected by government policies, and industrial construction, which is strongly influenced by general economic conditions.

The AGC is a national organization with 125 chapters and branches representing more than 7,200 general contractors.

ASA Rejects Uniform Housing Code Plan

The American Standards Association has turned down a request for the initiation of a standardization project for the development of uniform building code requirements for one and two-family houses that could be adopted by communities throughout the United States.

"We found that there was no consensus among the national groups and organizations substantially concerned as to the desirability of starting such a project under the procedures of the American Standards Association," said Lloyd Barron,



● The New York State Concrete Masonry Association assured continuation of the Student's Assistance Fund for deserving architectural students when a second annual check in the amount of \$1,000 was presented the New York State Association of Architects, who administer the fund. Alden C. McGuire, Rochester (left), chairman of the Scholarship Committee for the New York State Concrete Masonry Association, is shown presenting the check to George Bain Cummings, Binghamton, Chairman of the Scholarship Committee for the New York State Association of Architects.

chairman of the association's construction standards board.

The proposal, which has received much attention in the daily press and trade publications throughout the country, was submitted to the American Standards Association last June by publisher Henry R. Luce on behalf of 14 national organizations interested in cutting down the cost of home building. Mr. Luce said that outdated and conflicting building codes add an estimated average \$1000 to the building costs of a new home.

As a result of this proposal, the American Standards Association called a general conference of all national groups and organizations with a stake in home building. Representatives of 89 organizations attended this conference in New York, September 9.

At the end of the conference, a vote was taken on the motion: "Shall an American Standard Association Project on Standard Building Code Requirements for one and two-family residences be initiated?" The vote was inconclusive. Twenty-four representatives voted yes; 17, no; 27 did not vote; and 15 said they would vote by letter. After arrival of the letter ballots and a few switches in the previously cast votes, the count was as follows: yes, 29; no, 24; not voting, 21; no votes received from 10.

"Even though under ASA procedures, a consensus does not necessarily mean a unanimous vote, this result nevertheless does not constitute a consensus," said Mr. Barron. "In judging whether a consensus exists or not, we weigh votes as well as count them. If, for instance, the negative votes are cast by organizations with only a minor stake in the standards project, we might declare that a consensus exists.

"In this case, however, the negative votes included those of three of the leading code-writing organizations — the Building Officials Conference of America, the International Conference of Building Officials, and the Southern Building Congress. Also opposed were many of the building materials industries, among them the 19 that are members of the Building Industries Association Representatives, including the American Iron and Steel Institute and the National Lumber Manufacturers' Association.

"Thus we had no alternative but to come to the conclusion that there was no basis at present for the development of an American Standard, or for authorizing such a project.

The most essential feature of an American Standard is its acceptance by a consensus of all national groups which are substantially concerned with its scope and provisions."

Chris Dobbins Named PCA Board Chairman

Chris Dobbins, president of Ideal Cement Co., Denver, was elected chairman of the board of directors of the Portland Cement Association at its annual meeting in Chicago. Mr. Dobbins who has served on the board of directors, and as a member of various committees since 1948, succeeds George E. Warren, president of Southwestern Portland Cement Co., Los Angeles, chairman of the board of the association during the past two years.



● Retiring PCA Board Chairman George E. Warren, left, congratulates his successor, Chris Dobbins. G. Donald Kennedy, PCA president is at the right.

Nine new directors were also elected by association members at their annual meeting. They are Charles Baumberger, Jr., president, San Antonio Portland Cement Co., San Antonio, Texas; Ben W. Calvin, president, Aetna Portland Cement Co., Bay City, Mich.; Richard A. Grant, executive vice president, California Portland Cement Co., Los Angeles, Calif.; and Arizona Portland Cement Co., Rillito, Ariz.; M. E. Grunewald, president, Coplay Cement Manufacturing Co., Coplay, Penn.; R. D. Raff, president, Diamond Portland Cement Co., Middle Branch, Ohio; Erik Thune, president, National Portland Cement Co., Philadelphia, Penn.; Walter H. Wulf, president and general manager, Monarch Cement Co., Humbolt, Kans.; B. F. Cox, vice president, British Columbia Cement Co., Ltd., Victoria, B. C., Canada; H. B. Robeson, presi-

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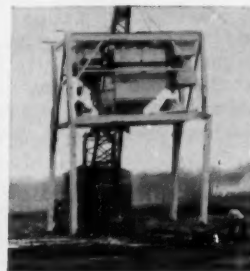
As to portability — the pictures tell the story. The compartmented bin section ships in one piece with bracing in-place, rests on the batcher section. The batcher section is a unit with all bracing, piping and wiring installed. Support columns are hinged to the batcher bracing, swing into place as the batcher section is raised.

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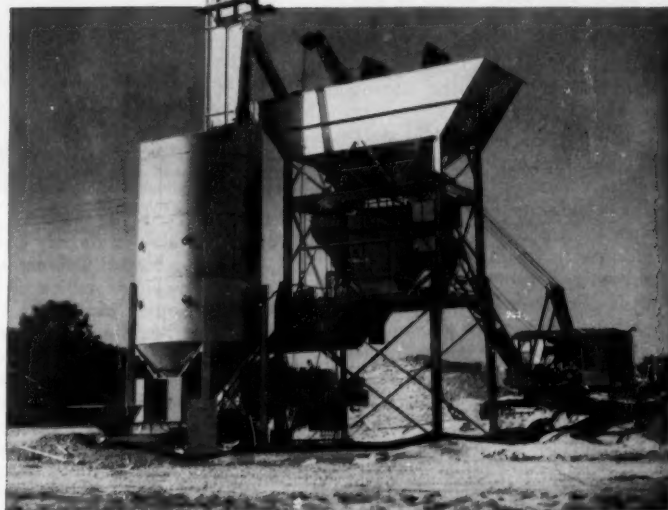


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Mr. Dobbins has been president of the Ideal Cement Co. since 1952. He joined that firm in 1919. Mr. Dobbins is chairman of the American Crystal Sugar Co., and a director of the Denver National Bank, the Potash Co. of America, and the C. & S. Railway Co. He is a trustee of the Portland (Colorado) Hospital Association, the University of Denver, the Denver Museum of Natural History, and vice chairman of the Boettcher Foundation. Mr. Dobbins is a life member of Alpha Kappa Psi. His home is in Denver, Colo.

Announce Details of 1959 ACI Convention

The Los Angeles Local Committee for the 1959 convention of the American Concrete Institute has announced near completion of plans for the 59th annual meeting to be held February 23 to 26, at the Statler Hilton Hotel.

February 23 and 24 will be devoted to technical committee meetings, with the first general session on ACI standards and committee reports slated for Tuesday afternoon, February 24. Possible revision of Institute Bylaws will also be considered.

A full technical program will begin on Wednesday, February 25, with two sessions running concurrently through Thursday noon, to be followed by the final research session on Thursday afternoon. California authors and speakers have been given a prominent part in the convention program.

Topics to be featured at the construction session include erection of precast concrete; joinery of precast elements; discussion of concrete pavements on cement-treated subgrades in California; qualification plan for ready-mixed concrete plants; and cast-in-place concrete pipe.

At the Wednesday session on special problems in structural concrete, papers will be presented on the properties of shielding concrete, the blast resistance of concrete structures; and the influence of grade of steel on blast resistance of reinforced concrete beams. Surface pre-cooling to prevent cracking of mass concrete is also scheduled for discussion at this session.

On Wednesday afternoon, Febru-

ary 25, the concurrent sessions will be devoted to design and analysis and concreting materials and methods. At the design and analysis session speakers will discuss prestressed concrete lift slab; effect of longitudinal forces on a portal frame supporting a high bridge deck; prestressed concrete shells for grandstands and roofs; and pavements continuously reinforced with deformed bars.

Subjects such as the evaluation of concrete and mortar mixes, shotcrete, tremie concrete, and concrete and concrete materials for Glen Canyon Dam will be covered at the materials and methods session.

On Thursday, February 26, design research and products and precast elements sessions will run concurrently during the morning, featuring papers dealing with the effect of bar cutoff on bond and shear strength of reinforced concrete beams; shear strength of two-span continuous reinforced concrete beams; torsional resistance of reinforced concrete; and behavior of a continuous concrete slab prestressed in two directions. "Composite Design of Prestensioned and Reinforced Concrete for Decks, Arches, and Folded Plates," is one of the papers assigned to these sessions. Decorative panels, exposed aggregate panels, glazed face concrete block, and lining for concrete pipe and structures under sewage conditions are other topics to be reported upon.



● "Forms of the Future" was the theme of this exhibit by Basalt Rock Company, Napa, California, at the recent annual convention of the California Chapter of the American Institute of Architecture at Monterey. The exhibit featured scale models of the precast components used in the Parke-Davis jobs at Menlo Park, California, and Skokie, Illinois, along with architectural renderings of the two jobs. Also featured were sections of single tee and double tee roof and floor slabs, samples of aggregate for plant-cast, prestressed exposed aggregate wall panels and photographs of recent precast jobs.

The annual research session Thursday afternoon will bring latest reports of tests on concrete in progress at institutions throughout the nation.

The Institute's honorary medals and awards will be presented at the luncheon February 25, and newly-elected honorary members of the Institute will be introduced.

C. Taylor Test, chairman of the entertainment committee, has announced plans for a Wednesday evening social hour, a trip to Disneyland on Friday, February 27, and an array of social events for the ladies including get-acquainted brunch, luncheon, and special program at the Beverly Hilton Hotel on Thursday, along with the other numerous attractions that only Los Angeles can offer.

An exhibit will be held in conjunction with the convention, and as an added feature of the convention, the exhibits committee will hold a student competition with awards for models and other presentations depicting concrete designs and applications. Glen C. Thomas heads the exhibits committee.

Sam Hobbs, secretary-treasurer, ACI Southern California Chapter, is general chairman for the local committee. General committee correlating all planning includes John McNeerney, Portland Cement Association; Byron P. Weintz, Consolidated Rock Products; William F. Norton, Ceco Steel Products Corp.; C. Taylor Test, Riverside Cement Co.; Glen C. Thomas, Thomas Concrete Accessory Co.; Lewis K. Osborn of Kistner, Wright and Wright; and Ross Adams of the Portland Cement Association.

No Clay In Brikcrete Now Is Guaranteed

Aroused by a Federal Trade Commission complaint, Brikcrete Associates, Inc., Holland, Mich., has appended its registered trademark with the statement that the product is "guaranteed to contain no clay", and this action has been approved by the National Brikcrete Advisory Board, Chicago, Frank R. Short, executive secretary has announced.

FTC legal counsel had held the opinion that the tradename "Brikcrete" was misleading under the stipulations of the Trade Practice Rules for the Brick and Structural Clay Tile and Allied Products Industry, promulgated by the Commission in June, 1956. Rule 5 states that "no

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NEW! *Here's the way to keep your new racks NEW . . .
and your old racks good as NEW!*

RRP! RACK RUST PREVENTIVE

Nothing Like It On The Market!

Here's the all new Rack Rust Preventive that actually immunizes your racks against costly rust and corrosion. Guaranteed to triple the life of your racks! Not just a paint or dressing that can chip off or flake . . . Edick's RRP seals every inch of rack surface in a single application. Result? — Air and moisture cannot penetrate this protective seal and your racks are immune to rust and corrosion indefinitely.

RRP brushes or sprays on easily. Apply one day and your racks are ready for use the next. And — more AMAZING, RRP goes on right over rust! No need to scrape, sandblast or wirebrush your old racks before applying RRP. Just smack the racks with a hammer and sweep off loose scale with a fibre brush. With entrenched rust sealed in by RRP, corrosion stops instantly and protection begins.

Your NEW racks, as well as old racks, need the protection they get only from RRP. And you get the *efficiency* of new racks continually. Here's why:

1. Your racks represent a big cash investment. Field tests have proven that RRP correctly used will save you more than **TEN DOLLARS PER RACK PER YEAR** in replacement costs.
2. And that's not all. Racks sealed in RRP stay clean, keep your blocks free from unsightly rust streaks and brown stains.
3. Your racks will remain strong and free from distortion, because RRP eliminates corrosion which weakens racks and causes binding pallets.
4. Once applied, RRP gives care-free protection because it never becomes brittle, therefore can't crack or chip off.
5. Use RRP right now, in any climate or weather condition. Packaged in 5-gallon pails, one pail of RRP will immunize one dozen racks. Guaranteed to protect for a minimum of 1 year or your money back! Order to suit your rust preventive needs now! \$3.50 per gallon, F.O.B. Milwaukee.

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products of the industry shall be designated as 'brick,' 'tile,' or 'structural tile,' unless (a) the composition thereof is primarily of clay or shale or mixtures thereof; and (b) the ingredients thereof have been fused together as a result of the application of heat; provided, however, that such designations may be used for products not meeting the above requirements when so qualified as to denote the basic composition thereof as, for example, 'concrete brick,'".

Legal counsel for Brikrete Associates contended that the "Brik" in "Brikrete" suggests a shape — an "oblong rectangular mass", according to one dictionary definition, and that the "crete" in "Brikrete" suggests concrete; thus when the two are combined, the word denotes "concrete brick" and therefore complies with the FTC Rule.

The Commission, however, maintained its position and instructed Brikrete Associates to qualify its trademark to explain that the product is not "clay brick."

"Since the granting of the 'Brikrete' trademark by the United States Patent Office in 1940, hundreds of thousands of dollars have been invested to popularize the name as identifying a product made on Brikrete machines, furnished and franchised by Brikrete Associates," said Short and added:

"Hundreds of local manufacturers have likewise invested large sums in making the product known under its trademark name to building owners, contractors, architects, and others in the industry.

"We have pointed out — many times, in many ways — that Brikrete and clay brick are dissimilar, not only in content but also in design and methods of manufacture. We have always stressed the fact that Brikrete is not clay!

"Now, the Brikrete industry's advisory board endorses, without a dissenting vote, the decision of Brikrete Associates to support its longstanding policy with a guaranty that Brikrete contains no clay".

Members of the National Brikrete Advisory Board are Jack E. Adams, Renton Concrete Products, Inc., Renton, Wash.; Jack H. Munro, Indianapolis Brikrete & Builders Supply Corp., Indianapolis; Charles L. Holloway, Holloway Construction Co., New Orleans; Louis J. Cantele, Jr., Texas Brikrete Mfg. Co., Houston; Charles F. Folmar, Pensacola Brikrete Co., Pensacola, Fla., and John H. McCall, Wayne Modern Building Products, Wayne, N. J.

Four New PCA Members Increase Field Service

The Portland Cement Association has announced the election of four new members, and the extension of its field service activities into northern California and Oregon. The announcement was made by G. Donald Kennedy, the association's president, upon conclusion of the annual meeting of the national organization held recently in Chicago.

The four new members of the Association are: Halliburton Portland Cement Co., Corpus Christi, Texas; Saskatchewan Cement Co., Ltd., Regina, Saskatchewan, Canada; Northern California Division of Ideal Cement Co., San Francisco, Calif., and Oregon Division of Ideal Cement Co., Portland, Ore.

Mason Contractors Plan Their Largest Meeting

John Noble Richards, president of the American Institute of Architects, and Robert E. Denny, public relations director of the Allied Masonry Council, will be among the featured speakers at the ninth annual convention of the Mason Contractors Association of America in St. Louis Feb. 15-18.

They will share the spotlight with previously announced Jerome D. Fen-

ton, general counsel of the National Labor Relations Board, and John J. Murphy, secretary of the Bricklayers, Masons & Plasterers International Union of America. The Chase-Park Plaza Hotels, headquarters for the convention, will also be the scene of the 1959 MCAA show in which more than 70 companies will exhibit products and equipment. The four-day meeting will be the largest ever held in the masonry industry, according to convention co-chairmen Fred H. Daues, St. Louis, and William F. Nelson, Washington, D. C. They said some 3,200 persons from the United States, Canada, Hawaii and Alaska are expected to attend.

George A. Miller, MCAA executive vice president, said the convention program calls for a practical approach to daily problems of mason contractors, highlighted with workshop sessions and addresses by top industry and union officials. Another feature, he said, will be an outdoor demonstration on material handling and packaging methods.

Heavy Contract Awards Ran Higher In December

Heavy construction contracts awarded in the first two weeks of December were averaging much higher than the low November rate, Engineering News-Record and Construction Daily reported in mid-December.



● New officers of the New York State Concrete Masonry Association, elected at the recent annual meeting in New York are (left to right): Ben Palmer, Jr., Southern Tier Concrete Products Co., Alfred, vice-president; Alfred L. Cossitt, Cossitt Concrete Products, Inc., Hamilton, president; William F. Fagan, Picone Bros., Brooklyn, treasurer; and Edward Spevack, Smithtown Concrete Products Corp., Smithtown, secretary.

MECO
SINCE 1910

PROGRESS IS BUILT INTO OUR PRODUCTS!

Meco Machinery and Material Handling Equipment Embodies Features and Advantages Gained in Nearly One-Half Century of Experience in Design and Manufacturing . . .

To meet the broad range of needs in the concrete, clay products, ceramic, chemical and other industries, MECO has, for nearly 50 years, designed, engineered, and constructed machinery and material handling equipment to specific requirements. MECO's history of careful analysis and special consideration for production and maintenance problems has many times opened a way to new or improved equipment. Numerous successful installations, the world over, attest to the true value, wearability, and economy of operation of MECO products.

MECO BUCKET ELEVATORS are especially designed to withstand hard and constant service. Available in standard units for handling crushed or ground materials either as Vertical, Continuous Bucket, or Centrifugal discharge types. MECO Elevators are furnished with substantial balanced solid steel head pulleys and extra heavy-duty slatted steel self-cleaning tail pulleys. All elevators are powered through compact torque arm drives. MECO Elevators are available in chain or belt type for all industrial needs. For additional information write for Bulletin No. 577

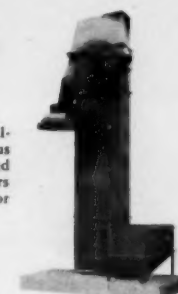
MECO CONVEYORS are designed for efficient and economical installation and operation. All idlers and pulleys are balanced. Belt idlers have smooth surfaces and rounded edges to prevent damage and provide for maximum belt life. Fitted with ball or roller bearings, and effective combination seals to keep grease in and dirt out, their service life is greatly prolonged. Safe, convenient grease fittings are used and, where necessary, extensions are supplied for greater accessibility. Available as complete units with framing, or in component form for purchaser assembly. Write today for Bulletin No. 576

MECO TURNABLES are electronically controlled—need no manual labor to position. Standard models are operated by unibrake motors. Micro-switches at intervals, stop rotation of table. The table plate rolls on anti-friction bearings on which the load is equally borne. Push button controls, within easy reach, automatically index the turntable, in rhythm with the operator's movements, reducing personnel fatigue and stepping up production. Ruggedly built to give a lifetime of service. Manually operated turntables are available for permanent installation or portable use, and in models to accommodate all sizes of racks and cars. Write for Bulletin No. 57-12

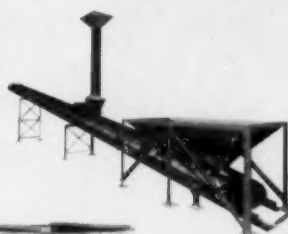
MECO CAR PUSHERS are designed to assure safe movement of green ware into dryer tunnels and autoclaves. The MECO Car Pusher incorporates a continuous drive chain which, fitted with "dogs" engages the axle of rack cars. This powerful unit pushes cars with little effort . . . saves time and labor, and eliminates breakage due to bumping or other rough handling. MECO Car Pushers are rugged and portable, and can easily be moved from dryer to dryer, or autoclaves, as needed. No longer is it necessary for plant personnel to enter a dryer tunnel, or autoclave, during normal working periods. Write today for additional information.

MECO TRANSFER CARS are specially designed for handling kiln and rack cars, and more generally for the economical transferring of any heavy, bulky materials or items. The car shown here, in use, is the most recent addition to the MECO line—a heavy duty, battery powered transfer car with push button fingertip controls. This car features two speeds, forward and reverse, positive acting electric brake, extra heavy electrical relays, long lasting battery, high torque DC motor and a selenium rectifier for battery charging. It has no sliding contacts to wear out—needs no overhead trolley or other external electrical connections. MECO trolley type double-track cars with fluid drive and MECO hand operated transfers are also available. MECO Transfer Cars reduce handling costs, increase production. For typical installations and other information, write now for Bulletin No. 574.

MECO CEE KAY HOPPER has been designed as a reserve or surge bin for feeding a mixer in a block plant. Completely portable, the MECO Cee Kay Hopper is all steel constructed. Two air-cylinders actuate a sliding door to permit discharge. A quick coupling air line facilitates quick removal of the bin after use. One of the principal advantages is that the use of the Cee Kay Hopper eliminates any interruption in the feed and provides for a longer and more thorough mixing. Another special advantage, where controlled batching is employed, is that it can be set on a scale and loaded to exact capacities. The MECO Cee Kay Hopper requires virtually no maintenance—Complete details and price sent upon request.



MECO Centrifugal discharge Elevator, feeding conveyor.



MECO Conveyor with hopper and chute for material blending.



MECO Electronically Operated Turntable.



MECO Portable Car Pusher unit.



MECO Battery Powered Transfer Car in use



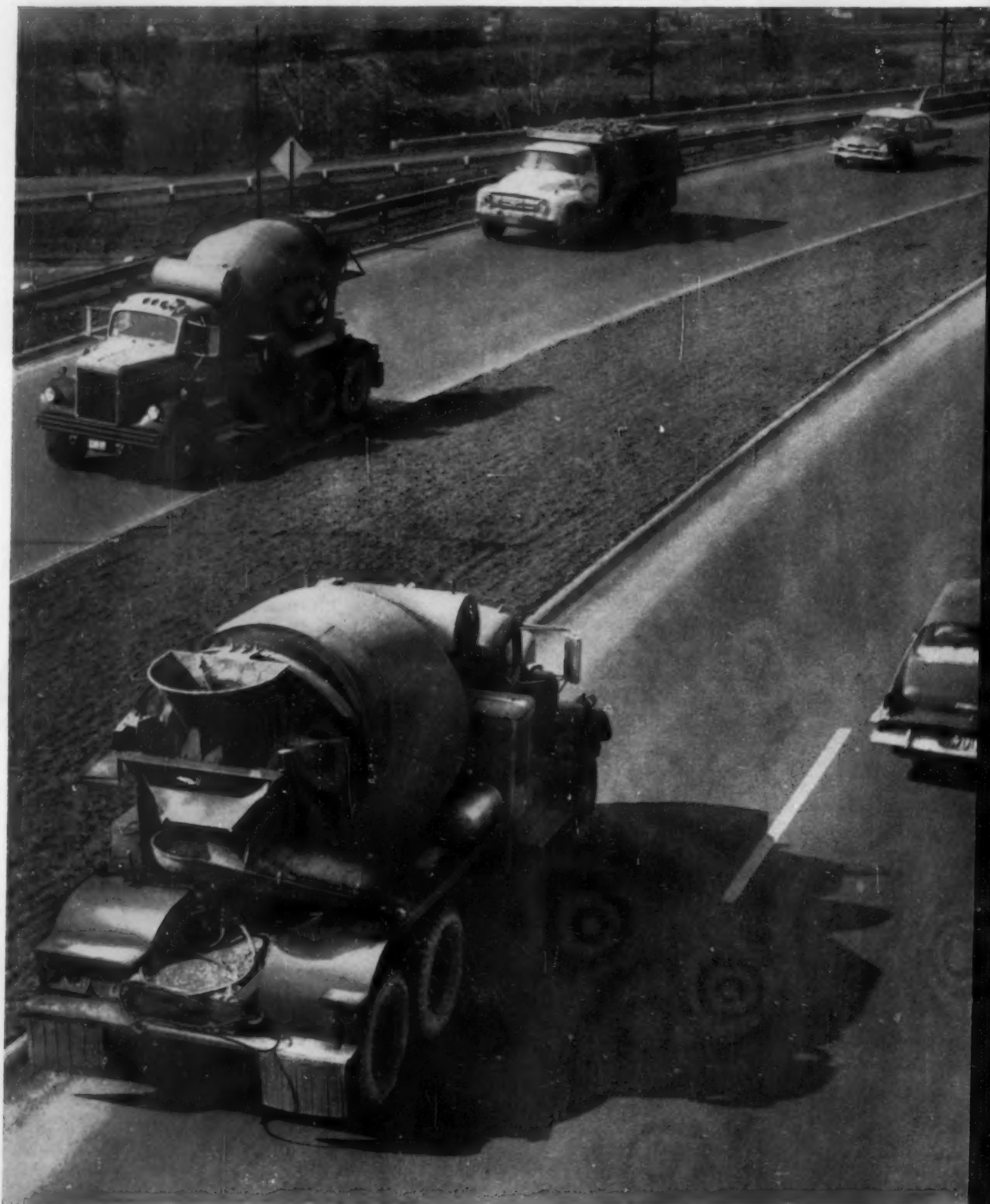
MECO Cee Kay Hopper being loaded.



See you at
the N.C.M.A.
Convention

THE MANUFACTURERS EQUIPMENT COMPANY

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In a typical fleet, averaging 11 daily 6½ cu. yd. deliveries per truck, new Jaeger "F" mixers average 12 trips. With 10 trucks this means 65 cu. yds. more daily production, all above break-even point.

New Formula raises profits on ready mixed concrete

More yardage produced above break-even point by increasing trips per truck

For years, most of the ready mixed concrete industry has been concentrating on one formula: *The bigger the truck payload the lower the cost per cubic yard.*

This still makes sense, *as far as it goes.* Drivers' wages are the same, and larger trucks and mixers cost only a little more to own and operate. Because of this, the whole industry has been busy equipping itself to handle the largest truck payloads possible under legal load limitations.

More Profit Demands New Formula

But what if you go a step further and increase the number of trips per truck? Then, your productivity really goes up, and without any increase in your driver payroll or truck mixer investment.

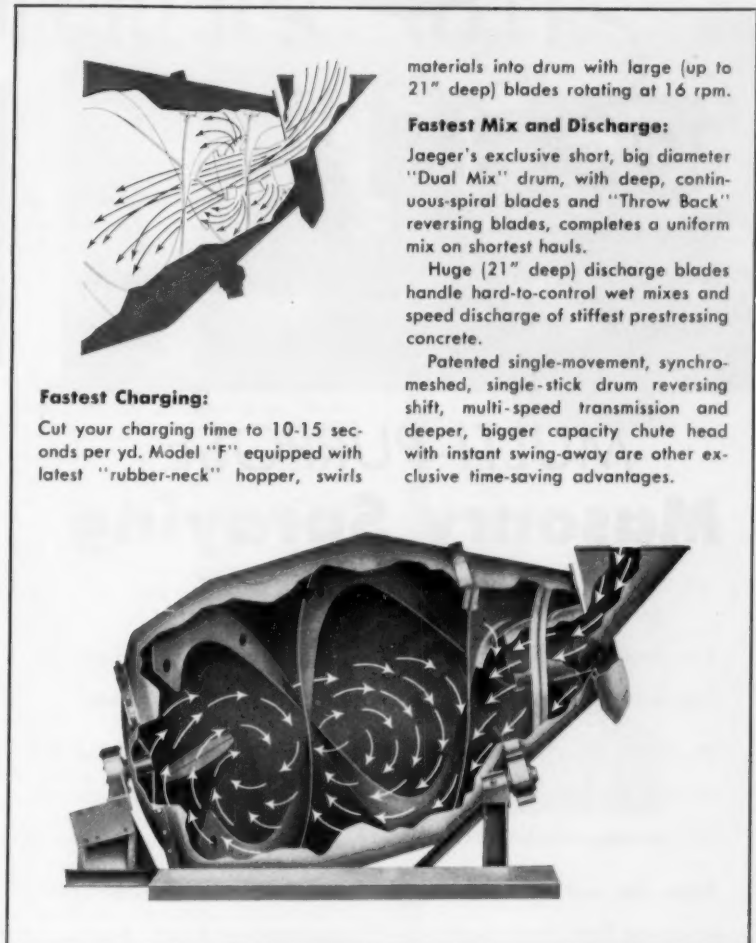
This is the "Trip" factor ($\text{Payload} \times \text{Number of Trips} = \text{Daily Production of Truck Mixer}$) that has made the high speed Jaeger Model "F" truck mixer the most talked-of and widely adopted truck mixer built today.

An Extra Trip per day

The Jaeger Model "F" is not merely "faster" to charge, mix and discharge—the fact is that the Model "F" is *so much faster* to charge, mix and discharge that each truck will easily average *one trip more per day* than you are getting with your present equipment. And every one of those additional truck trips means a maximum-size payload produced at maximum profit.

* * * * *

COMPLETE NEW CATALOG GIVES FULL FACTS — SEND TODAY



Fastest Charging:

Cut your charging time to 10-15 seconds per yd. Model "F" equipped with latest "rubber-neck" hopper, swirls

materials into drum with large (up to 21" deep) blades rotating at 16 rpm.

Fastest Mix and Discharge:

Jaeger's exclusive short, big diameter "Dual Mix" drum, with deep, continuous-spiral blades and "Throw Back" reversing blades, completes a uniform mix on shortest hauls.

Huge (21" deep) discharge blades handle hard-to-control wet mixes and speed discharge of stiffest prestressing concrete.

Patented single-movement, synchromeshed, single-stick drum reversing shift, multi-speed transmission and deeper, bigger capacity chute head with instant swing-away are other exclusive time-saving advantages.

Please send copy of your new Catalog TMH8, just off the press, giving detailed information about construction,

operating characteristics and optional equipment of Jaeger Model "F" Hi-Speed Truck Mixers and Agitators.

YOUR NAME _____

FIRM NAME _____

STREET _____

ZONE _____

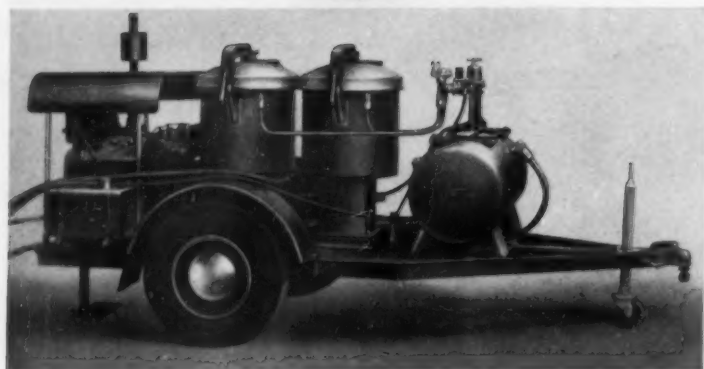
CITY _____

STATE _____

THE JAEGER MACHINE COMPANY

522 Dublin Avenue, Columbus 16, Ohio

Jaeger Machine Company of Canada, Ltd., St. Thomas, Ontario



MULTI-PURPOSE Masonry Spraying Machine

Amazing versatility fits the new MP machine to many functions concerned with the treatment of large masonry surfaces.

Washing, chiseling, sand-blasting, base-coating and Colorcreting are among the many operations performed by the MP under controlled air pressure.

Base coat and stucco are applied at heights or distances up to ninety feet from machine, with material — water, stucco, sand or Colorcrete — pumped by pneumatic pressure direct from mixing tanks to discharge nozzle. Base coat or stucco can be applied at the rate of 400 to 600 square feet per hour.

Outfit comprises dual mixing tanks, air compressor and blower, gasoline engine and automatic starting battery. All mounted on a steel-decked trailer to form a self-contained, mobile unit, complete with air and material hose and application gun. Additional information on request.

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WASHING



CHISELING



SAND BLASTING



BASE COATING



COLORCRETING

News Announcements from Companies
Servicing the Concrete Industries

MANUFACTURER'S NOTES

■
Bucyrus-Erie Company, South Milwaukee, Wis., has elected Robert G. Allen as its president in charge of all operations. He succeeds William L. Little, who continues as chairman of the board and senior officer.

■
Chain Belt Company, Milwaukee, Wis., has promoted Arthur E. Schmidt to district manager of its western territory which includes Washington, Oregon, Idaho, Nevada and northern California.

■
Portland Cement Association, Chicago, Ill., has appointed Warren G. Burres to the position of district engineer of its Los Angeles office. Mr. Burres has been the associations personnel training manager since January 1957. He will be succeeded in that position by Walter E. Kunze, Jr., who has been assistant manager of the association's structural and railways bureau.

■
C. S. Johnson Co., Champaign, Ill., announces the following new distributors: G. C. Phillips Tractor Co., Inc., 4419 First Ave., Birmingham, Ala., to handle the entire state of Alabama and that portion of northwestern Florida lying west of the Apalachicola River; Jacobs-Kerr & Co., 1950 31st St., Denver, Colo., for the entire state of Colorado; Texas Machinery & Equipment Co., Inc., 750 North Grand, Amarillo, Texas, for northwestern Texas; Paul E. Wiese, 1125 Elmwood Ave., Colum-

bus 12, Ohio, for the entire state of Ohio and Boone, Kenton and Campbell counties of Kentucky.

■
Lone Star Cement Corporation, New York, N. Y., has elected Walter F. Law and R. J. Mahon to membership on its board of directors. Both are career employees. Mr. Law has been executive vice president since February 1957 and Mr. Mahon vice president for sales since June 1952. They have been with Lone Star since 1925 and 1924, respectively.

■
The Lithibar Company, Holland, Michigan, announces the appointment of Pacific Equipment Co., 2430 Laurentian Blvd., Montreal 9, Que., Canada, as its exclusive representative for the Province of Quebec in the sale and distribution of its concrete block machines, block splitters, mixers, kiln heaters, skip hoists and other items.

■
General Electric, Communication Products Department, Syracuse, N. Y., has named Jared S. Smith as manager of standard mobile design engineering with responsibility for design activities on new GE two-way radios. Other GE mobile radio appointments newly announced are Richard T. Buesing, manager of electronic design; A. G. Manke, circuit design engineer; G. M. Dewire, standard systems engineer; J. P. Coon, mechanical standard



R. G. ALLEN



A. E. SCHMIDT



W. G. BURRES

engineer; F. D. Hannell, product production engineer; K. K. Bay, transmitter design engineer, and A. E. Englund, power devices design engineer.

■
Joseph T. Ryerson & Son, Inc., Chicago, Ill., has acquired the Dallas and Houston plants and stocks of Vinson Steel & Aluminum Company, thereby entering the Texas area for the first time. Ryerson is the largest steel distributor in the United States, operating eighteen steel service centers in major industrial areas from coast to coast. Addition of the Vinson properties brings the total of twenty.

■
Lake Ontario Portland Cement Co., Picton, Ont., Canada, announces the appointment of George H. Elliott as president, general manager and a director of the company. Mr. Elliott is also president of Rochester Portland Cement Corp., Rochester, N. Y., a subsidiary of Lake Ontario.

■
John A. Roebling's Sons Corp., Trenton, N. J., has named James R. Petrozzini as sales representative for its construction materials division. He will headquarter in Chicago and his territory will include St. Louis, Springfield, South Chicago, Ontario, Michigan, Indiana and Kentucky.

Peerless Cement Company, Detroit, Mich., has announced the election as its president of Robert J. Morrison. Mr. Morrison will continue as a vice president and member of the board of directors and executive committee of American Cement Corporation, of which Peerless Cement Company is a division.

■
Sika Chemical Corporation, Passaic, N. J., has appointed Robert B. Mulliken to its Pittsburgh district office as a sales engineer to service architects, engineers and contractors in connection with the company's line of additives for concrete. His territory will include western Pennsylvania, West Virginia and eastern Ohio.

■
Arkansas Cement Corporation, Shreveport, La., has appointed John E. Miller, Jr. as sales coordinator with headquarters in the company's general sales offices in Little Rock. The firm is beginning production of Foreman portland cement at its newly constructed plant near Foreman, Arkansas.

■
Permanente Cement Company, Oakland, Calif., has appointed Richard J. Doermann as technical service representative for its southern California sales division. Prior to joining Permanente he was chief engineer for San Gabriel Ready Mix Concrete Company. He will headquarter in Los Angeles.

Calendar . . .

**JANUARY
25-29,
1959**

Associated Equipment Distributors — 40th Annual Meeting — Conrad Hilton Hotel, Chicago, Ill.

**JANUARY
26-28,
1959**

National Concrete Products Association — 10th Annual Convention — King Edward Hotel, Toronto, Ont., Canada.

**JANUARY
27-28,
1959**

Ohio Concrete Block Association — 6th Annual Convention — Pick-Fort Hayes Hotel, Columbus, Ohio.

**JANUARY
29, 30,
1959**

Georgia Concrete Masonry Association — Sales and Promotion Workshop — Atlanta Cabana Hotel, Atlanta, Georgia.

**FEBRUARY
9-10,
1959**

Wisconsin Concrete Products Association — 39th Annual Convention — Plankinton Hotel, Milwaukee, Wis.

**FEBRUARY
16-18,
1959**

Autoclave Building Products Association — 3rd Annual Convention — Commodore Perry Hotel, Toledo, Ohio.

**FEBRUARY
16-19,
1959**

National Sand & Gravel Association — 43rd Annual Convention — National Ready Mixed Concrete Association — 29th Annual Convention — Roosevelt Hotel, New Orleans, La.

**FEBRUARY
23-27,
1959**

American Concrete Institute — 55th Annual Convention and Exhibits Statler Hilton Hotel, Los Angeles, Calif.

IT HAPPENS EVERY DAY *Latest rulings in Labor Relations*

CAN YOU DISCHARGE AN EMPLOYEE FOR EXCESSIVE ABSENCES?

<p>SMITH'S OUT AGAIN, TERMINATE HIM.</p> <p>THIS MAKES 10 ABSENCES IN 2 MONTHS.</p>	<p>SORRY SMITH WE CAN'T DEPEND ON YOU</p> <p>I'VE BEEN SICK BUT I'M OK NOW!</p>	<p>WE'VE WARNED SMITH MANY TIMES.</p> <p>I'VE BEEN SICK</p>	<p>ARBITRATOR'S DECISION</p> <p>YES, AN EMPLOYER IS NOT OBLIGED TO RETAIN EMPLOYEE WITH EXCESSIVE ABSENCES - EVEN FROM ILLNESS.</p>
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THE EDITOR'S PAGE

DOUGLAS LEE

Common Sense and the Employee

The question of whether to accept and work with a union's efforts to organize employees or fight such a union move down to the last wire is an individual one. The factors that have to be weighed before making such a decision are complex, and each plant's management has to decide its own course of action.

For those non-union plants at which an organizing drive seems imminent and management's decision is to resist, we suggest as worthwhile reading the summary of labor specialist Grandville Alley's speech to the Southeastern Concrete Masonry Association. The report of the SECMA meeting begins on page 26.

While Mr. Alley's intent was to provide his listeners with a program to forestall or defeat a union organizing drive, many of the points he suggested fit just as adequately into a common-sense program of good management-employee relations for any business at any time.

Whether or not a plant is under the guns of a union organizing drive, employees should be able to expect reasonable and realistic treatment from management at all times.

And if employees are not getting a wage closely approximating what is being paid their counterpart across town, they will soon know it and begin to ask why. The same holds true for employees holding down similar jobs within the same plant; length-of-time and merit increases can be understood when the divergence in take-home pay isn't too great; but when the difference becomes unrealistic in terms of output, the employees on the small end will quickly become dissatisfied.

Favoritism? No employee appreciates seeing a member of the management team condone an action by a friend, then turn around and lay down the law to others in a similar situation.

Mr. Alley's point about considering the effect any major decision will have on employees is a sound business policy. Talking over large-scale operational changes with employees, such as purchases of labor-saving equipment, additional plants, new methods, etc., gives the men tangible evidence of management's interest in their welfare. And this intercommunication may bring forth valuable suggestions from the employees.

The grievance procedure, gripe committee, suggestion box, or whatever else it's called, if used, once established, can supply management with insight into difficulties—sometimes before a problem gets out of hand. We all make mistakes, but recognizing and correcting them is the difficult hurdle.

Maintaining good management-employee relations is tricky but essential. Without it, service, quality, and eventually cost—the three important facets a ready mixed or concrete products producer has to sell—will break down.

At Wm. Moors They

by

WILLIAM GRANT

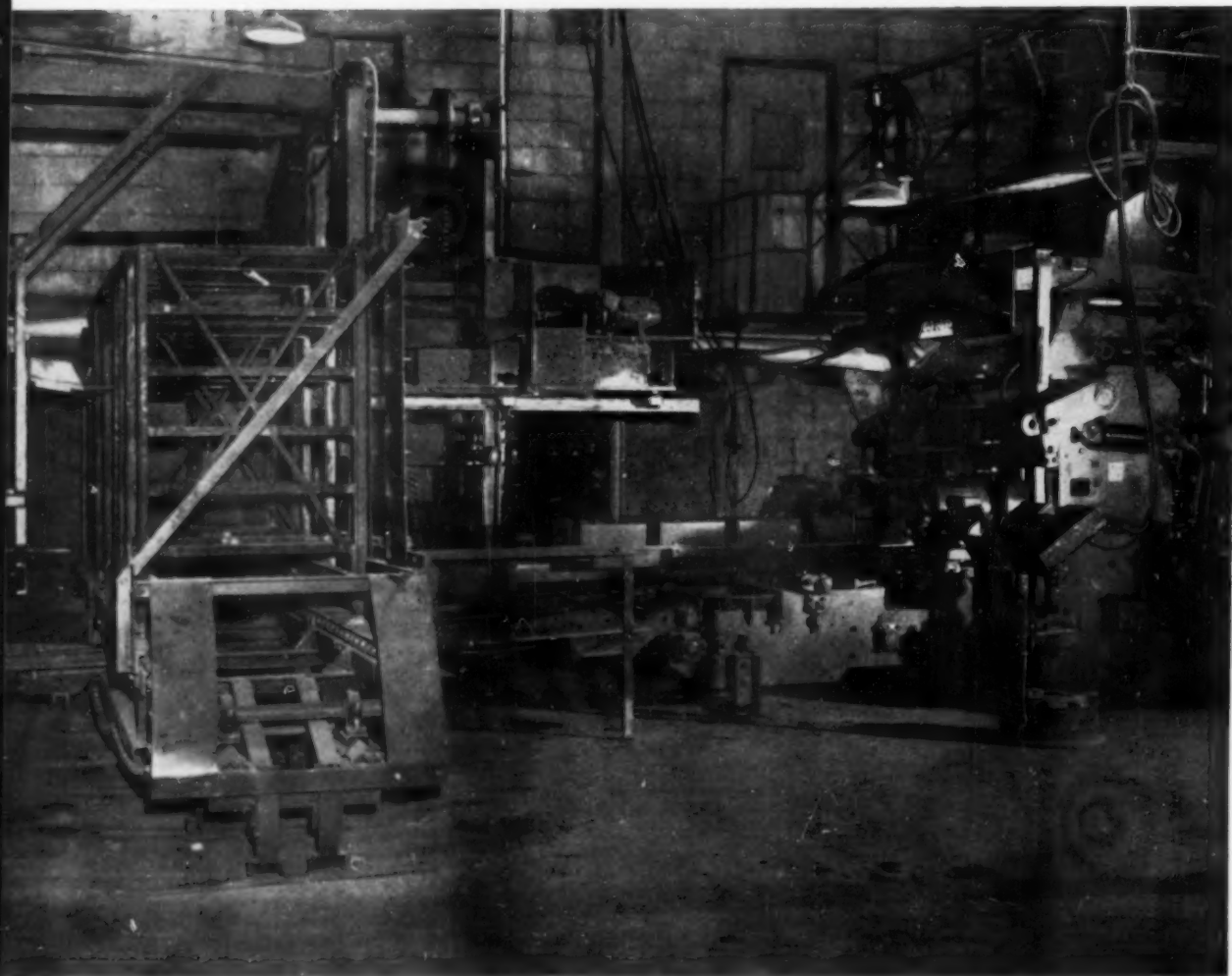
**Author of Manufacture of
Concrete Masonry Units**

The turn of the century ushered in the birth of the concrete masonry industry, consisting of a few, small, back-yard plants that manufactured units on hand operated tamp machines.

Much of this early production resulted in units of questionable quality,

or in high quality units manufactured at uneconomical costs.

Poor machines, wrong materials, incorrect proportions, improper consistencies, lack of skill in molding, improper curing and wrong shapes and sizes were among the difficulties then confronting producers. The in-



● Out of the machine come the pallets of block on a forward-moving conveyor. As the charged pallets moved away from the machine, the Rackman Loader lifts up the two pallets furthest out and places them in the next empty rung of the rack. Loading sequence of a 72-block rack is from top to bottom, first on one side then the other.

Search for Quality

dustry for some time remained in a relatively stagnant condition.

But during the past two decades, the block industry, through research and initiative, has had a phenomenal growth and acceptance to the point where now it is accepted as a premier building product.

Wm. Moors Concrete Products, Inc., Fraser, Mich.—a leading producer in the concrete masonry industry—is one of the plants that through the years has carried on continuing experimentation to improve block, as well as block manufacturing and handling equipment. Time-worn methods have been eliminated to the point that this plant has become a by-word for quality and efficiency.

The Moors plant, established by the late William Moors in 1923, is now headed up by a pair of inveterate experimenters, Hubert Moors and George A. Mansfield.

Many years ago a system of automation was tried out and developed to its present high state of efficiency for handling block in the cubing operations. From such pioneering efforts many further improvements in plant mechanization have been developed.

Concrete masonry units are manufactured from Haydite and cinder aggregates. A suitable blend of

processed Haydite is received by rail. Raw cinders of high quality are received by truck and are processed at the plant to a graduation that produces uniform strength and a pleasing texture on all types of shapes and sizes of units.

An important factor and one that is responsible for many failures in processing porous lightweight aggregates is the lack of sufficient moisture in the material as delivered to the mixer. Accordingly, at this plant, while the aggregates are being elevated to the bins, the material is subjected to a fine stream of water to bring the moisture content up to the approximately 75 per cent required for eventual processing in the plant.

A thorough study of aggregate and concrete mix handling has resulted in certain innovations that practically eliminate the problem of segregation. This, in turn, gives uniformity in quality and texture for subsequent production runs. A look at the yard stock, regardless of age, size or shape of units, provides evidence of the achievements developed at this plant for the control of segregation.

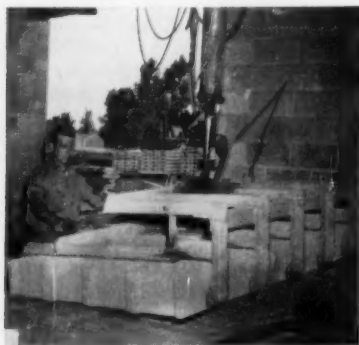
This is a two machine plant in which the material handling from bins to machines is in duplicate. One machine, a Besser Vibrapac, has been in operation since the early

1940's and has been modified over the years to improve its productive efficiency. The other machine, in its second year of operation is a Gocorp Super Trustee, complete with modern quality-control devices. An interesting feature of the quality control is the large dial that indicates continuously and at a glance the rate of production at which the machine was running during the last completed cycle. The calibration reading on the dial gives the number of eight inch equivalent units per hour. Concrete mix and other features being constant, the production rate will be uniform and the dial readings repeatable from cycle to cycle. Any variation will immediately indicate corrective measures may be necessary. The Gocorp machine's average hourly production is in excess of 1,000, 8-in. equivalents, and the block have a remarkably high degree of uniformity in quality and texture. This machine is particularly well suited to the production of special units, such as Dux Block, a substantial percentage of the plant's production.

Aggregates flow from a four compartment supply bin onto a conveyor belt; this arrangement allows the aggregates to be drawn from one or more compartments at a time. A hand operated gate at the end of the belt adjusts so that the proper quan-



● End view of Rackman Loader shows transverse rack conveyor and cage enclosing pallet-return mechanism.



● Clamp at the cubing station picks up 30 block at a time off the roller conveyor from the Rackman Unloader.



● Cubes of 30 block to the layer are formed on pallets. Cubes of fewer block are formed without pallets.

At Wm. Moors They Search for Quality

(Article begins on page 22)

tity of aggregates flow into the mixer to continuously supply the concrete required to feed the machine and maintain a constant head of mixture in the hopper above the mold box. Mixing of the concrete is done in converted Eberling Continuous Mixers.

Since quality block cannot be produced without the requisite amount of cement, and since concrete's most expensive component is cement, its control is important. The flow of cement from a surge tank through a screw feed to the mixer is controlled by a motor-driven variable-speed transmission. To check accuracy of the cement feed, one bag (94 lbs.) of cement is gauged to flow continuously into the mixer at a predetermined rate, depending on the size of the unit being molded. For example, if 8-in. regular units are being produced, the rate of flow of one bag of cement is one minute and twenty seconds.

The required volume of water necessary for any specific mix is delivered through a series of ports located in the first foot of the 10-ft. mixer.

The freshly molded units are deposited onto the rack with a Gocorp Rackman Loader, located at the front end of the block machine. One is impressed with the fluid motion of the charged pallets from the machine to the loader. Six eight inch equivalents or two cycles of the block machine are placed into one half of a deck on the rack in a loading sequence of top to bottom, on racks of standard (72, 8-in.) equivalent capacity. When one half of the rack is filled, the loader is indexed to side shift the rack into position for a repetition of the cycle. A lift truck removes the loaded rack to a kiln for curing.

The Besser Vibrapac has an off bearer with a front end pallet return for loading the racks.

After the lift truck sets the freshly molded block in the kiln it moves into a kiln of cured units and removed a rack to the Rackman Unloader. This equipment is a refinement of a basic development by the Moors Company.

The operation removes the cured block from the pallets onto an elevating roller conveyor that is automatically set at each deck elevation of the rack.

Six, 8-in. equivalent units are pushed simultaneously from the pallets in sequence at each elevation from top to bottom.

When the rack has been completely cleared of block, the elevating roller conveyor is in the lowest position, in alignment with a stationary roller conveyor. An automatic transfer of the units is made to this latter conveyor which acts as a cubing table.

A clamp picks up 30, 8-in.-equivalent units at a time (4 ft. wide by 6 ft. 8 in. long) to form one layer of a cube on a pallet. Five layers complete the cube. A smaller clamp is used when smaller cubes are made up without the use of pallets.

The handling of most units by hand is at a minimum, and the efficiency of the cubing operation is such that the one Rackman Unloader takes care of the production of both block machines, with time to spare.

The Moors plant has a complement of 14 curing kilns with a curing capacity of 16,000, 8-in.-equivalent units per 24 hrs.

A feature of the kilns is their closures, which are in rollable form of minimum shrinkage canvas material, coated with synthetic rubber.

The closures are held tight against the kiln facings by means of wooden members secured by clamps. The management reports that this form of closure has proved quite satisfactory over a period of years.

In keeping with the progressive principles of the company, an extensive series of curing tests were made back in 1947. Much instructive information may be gathered from a perusal of these test results, published in *Rock Products*, February 1947 and August 1948. The articles are titled "Most Efficient Methods of Curing Determined by Test" and a "Problem in Thermodynamics" respectively, by George A. Mansfield.

Further evidence of versatility is found in the plant's block testing machine. A war surplus hydraulic test stand was adapted to the uniform application of the compression load of the tester. The parts of the tester were machined and assembled in the plant. The accuracy of this assembly was calibrated in conjunction with the city of Detroit testing equipment.

Units for testing are prepared according to standard procedure outlined in A.S.T.M. specifications.

To insure that all block delivered to the respective jobs meet specifications, 3-day and 7-day tests are made daily from the products of each machine. This means that at least two specimens of each type of unit are broken every day. The 7-day compressive strengths must equal or exceed the required 28-day strengths. It is the general rule, however, that the blocks' 3-day strengths are equivalent to those of the 28-day requirements.

Dox Plank System

The Moors Company, realizing the fact that machine made concrete masonry floor and roof systems had many potentialities as a definite part of construction, commenced production of the Dox Plank system in 1947.

For this system, specially-designed Haydite units are cast with two semi-circular grooves in the tension side of the block. These units are 16 in. long and either 4, 6, or 8 in. deep, depending on the requirements. A groove on one end of the block and a tongue on the other and provide a tight mechanical interlock when the assembled planks are installed.

Units after they have cured are run through a pair of precision tandem grinders, then assembled into planks of the desired lengths and thicknesses for the required span and to meet specified superimposed load requirements. The assembled block are drawn into alignment by pull-up rods threaded through the cores. Plates, drilled to accommodate the rods, are placed at each end, and tension is applied to the assembly.

A high strength grout is machine placed in the grooves into which the reinforcing bars are placed. Vibration is applied to set the steel reinforcing, after which excess grout is scraped off. Planks are then placed in the kiln to cure the grout. After curing, the end plates and pull-up rods are removed, and the planks are ready for installation.

The designed load carrying capacity of plank is developed by the addition of concrete grout topping of required thickness which bonds itself to the plank surface to form a rigid structural floor or roof member.

All the facets of efficiency at the Wm. Moors plant cannot be adequately described in this article. To receive the true perspective one must visit and observe the over-all operations of manufacture, storage and delivery of concrete masonry units and Dox Plank system.

Florida Calls: Over 200 Attend SECMA Meeting



● Machine places grout in grooves of aligned block.



● Dox block run through tandem grinders to smooth ends.



● End plates and rods in planks, they're ready for curing.

Miami Beach has its concrete block, poured concrete, and stucco construction; its warm blue water breaking in white swirls against the breakwaters; its pelicans gliding through the air, or diving clumsily for a fish or perched up, out of the water on thin posts; its suntanned people walking the streets in brightly-colored short-sleeved shirts. And sometimes Miami Beach is plagued with airline strikes.

Still, producers had fun, and many said they learned something at the 15th annual meeting of the Southeastern Concrete Masonry Association, held this year in conjunction with NCMA's region II meeting at the Carillon Hotel, Miami Beach, Fla.

Labor, merchandising concrete block, selling to the architect, delivery methods, credit, these were some of the topics taken up by speakers and panel-discussion members who addressed the more than 200 in attendance. Plants from 23 states as well as 1 foreign country were represented.

Unions, a dent in law and order

• Spaced in between a host of very pertinent topics was one that seemed to command unusual attention. Grandville Alley a labor-law specialist with the firm of Fowler, White, Gillen, Yancey & Humkey, Tampa, Fla., as a starter, summed up what the McClellan Committee had unearthed in its investigation of labor unions. Even for those who had followed this investigation in the newspapers and on TV, the union's crudeness and almost complete disrespect for law and the rights of people made listeners pause and at least fume.

Quoting a British statesman, "... power tends to corrupt; absolute power corrupts absolutely." Mr. Alley enumerated some of the facts brought to light—goon tactics, misappropriation of funds, union tie-ins with known criminals, wholesale destruc-

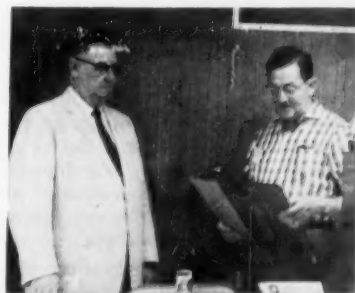
tion of property, violence at gun-point, etc.

And these incidents might well end up as child's play if the unions succeed in attaining what Mr. Alley feels is their goal, that of infiltrating and gaining control of local and state governments.

The problem, according to Mr. Alley, is that laws placing unions above the law have been compounded, one on top of another. And recent bills, such as the Kennedy-Ives Bill requiring unions to report financial transactions to the Secretary of Labor, do not get at the root of the decay—"compulsory unionism and monopoly power. . ."

"The only way this corruption can be stopped," according to Mr. Alley, "is by curing the cause. The tremendous power of the labor unions of today must be curbed by removing its power to compel union membership. Unions must be made subject to antitrust laws."

Sweetheart contracts — Mr. Alley mentioned a few of the ones that he had come in contact with personally—one short-lived one (Mr. Alley preferred to term it a "honeymoon contract") in which the Textile Workers Union represented processing and production employees at a shrimp processing plant; minimum wage 50 cents an hour with union dues de-



● Carroll Strohm (right) presents NCMA affiliation charter to Harvey Fleming, Georgia C. M. Association.



● Here's a group shot of most of the SECMA program committee: (left to right), H. Fleming, G. W. Katterjohn, H. A. McGee, Jr., T. M. Pafford, H. Quilliam, M. E. Rinker, and F. L. Williamson.

ducted from wages. Today, two years later, these employees are represented by the Teamsters Union, and management has a real fight on its hands. Whatever respect these employees may have had for management, they have since lost.

Have the revelations of the McClellan Committee had any effect on the organizing activities of unions? Mr. Alley says yes! But not the effect expected—a slowing down of activities until the stink blows over. The reverse is true, at least in the Southeast. More money is being poured into expansion of organization efforts by all local unions.

But Mr. Alley said that organization of the employee of a block plant (or any non-union plant) was not inevitable. He had some recommendations for those who now are union free and wish to remain so:

- ▶ "Run your business and treat your employees at all times as if you were in the middle of a union organizing campaign."
- ▶ "Wages. . . Talk to your fellow competitors in the area, both union and non-union, and find out how you stand. Check your payrolls and raise your rates accordingly. Consider what is the most you would pay on each job classification."
- ▶ "Recheck your payrates every three months and make sure that they are still in line."
- ▶ "Inequities in wages within the same company are more damaging to employee morale than a difference in wage rates between two different companies. . . Equal treatment of all employees is one of the magic keys to successful labor relations."
- ▶ "(Having) supervisors that play favorites. . . is to invite a union into your plant."
- ▶ "Consider the effect on your employees of every change you make in

your operation." Automation, new plants, and new equipment may seriously cut into an employee's overtime and take home pay. When overtime is cut, the pay reduction is on the larger end. To compensate, the employer might consider upping the hourly wage slightly; employees probably will go along with such a proposal since they realize they can't expect the same pay for a shorter work week.

▶ When possible, talk changes in operations over with the employees. "A company never has been organized by the dissatisfaction of former employees over the loss of their jobs. Rather, it is the concern of those remaining employees that they may join the ranks of the unemployed that creates the problem. When a change eliminates jobs, do it swiftly; then reassure those that remain that their jobs are secure and explain how they will benefit from increased productivity."

▶ Slack and peak periods — "Management should strive to even out the hours worked by adding extra employees during the busy time and laying off regular employees during the slow times."

▶ Provide a procedure by which employees can bring legitimate complaints and gripes to the attention of management. "Remember, the union organizer has only one commodity to sell your employees, and that is management mistakes and employee grievances."

Unions have become more and more effective because they have grown bigger and bigger, stronger and stronger. Concerted action, combined with well trained personnel, has been a decisive factor in much of their past success.

Collective action on the part of employers to resist union inroads?



● Labor-law specialist Grandville Alley listed ways producers could stem union organizing in their plants.

A must, believes Mr. Alley. He listed some of the advantages of group employer action:

■ "Instead of competition stealing customers and hitting an organization that is down on strike or under the guns of an organization drive, the competition helps in the fight. Competitive advantages resulting from union activity become off limits."

■ "In the event of an organizing drive at any one of the companies involved, a committee (if possible, composed of those who have been through the wringer of a union organizing drive) could meet with management of the company and advise him as to what steps he should take, means of avoiding unfair labor charges, etc."

■ "As a group, many preventive measures could be undertaken that would be prohibitive in cost to an individual company, i. e., the training of supervisory personnel and improvement of personnel practices, dredging up material with which to fight the union."

■ "In the event of strike, the group could render considerable aid to the struck concern."

As a last suggestion, Mr. Alley advised those companies soon to face a union drive that they prepare themselves by hiring a labor-law specialist to deal with the union's trained specialists. Mr. Alley also put it another way, "Unless you have professional advice, the safest thing is to remember that you shouldn't get into a squirting contest with a skunk."

Merchandising

• A goodly-proportion of the talks either dealt specifically with merchandising or touched upon one or more phases of this important topic.

William P. Markert, NCMA director of promotion, emphasized keep-



• The panel of experts judging answers to problems posed during the workshop session included: (from left) Henry C. Quaritius, Carroll Strohm, Jr., and Jack Crabbs.



• Tables of producers at the workshop session are answering the question, "What are the best ways to promote concrete masonry in residential construction?"

ing products up to date, researching customer needs, training salesmen and furnishing them with all promotional aids available. Mr. Markert also cautioned that model homes are an important sales display room, so materials and workmanship in them needs be of the highest quality. Ads directed at both the consumer and the builder are important. Producers should participate in local activities, home shows, etc.

S. H. Westby, PCA, introduced a four-page color ad the Association is currently running in a number of "living-type" magazines. Designed to make the public conscious of the beauty and function of block in other areas of the home besides the basement and foundation, the ad concentrates on decorative patterns, 4-in.-high and split units. Ad reprints for distribution to local architects and builders are available from the PCA.

Merchandising points brought up during the panel discussion on "Selling to the Architect" included: Give the architect all the information he needs to use block properly; go over job specifications so everything is clear; take the architect on a tour of your plant—show him panels of block and describe how your company is trying to make a product he will be able to use with confidence; produce and sell quality.

The workshop session spent some time with the question, "What are the best ways to promote concrete masonry in residential construction?" The answers included a repetition of a number of ideas brought up in previous talks and discussions—model homes, panels of block in the producer's yard, advertising to the consumer, joining homebuilders association. Some new points mentioned were: promoting a design competition between local architects and/or archi-

tecture students; recommending good masons; and working with home planners and lending agencies.

Delivery Methods

• Moderated by Hugo Quillian, Quillian's Concrete, Daytona Beach, Fla., panel members were: Ray R. Marino, Louisiana Concrete Products, Inc., New Orleans, La.; John Kelly, Smith Concrete Products Co., Kinston, N. C.; Jay C. Ehle, Cleveland Builders Supply Co., Cleveland, Ohio; and Neil Jones, Maule Industries, Inc., West Palm Beach, Fla.

Panelists were about evenly divided between those who owned all of the trucks used to haul company products and those who owned a few trucks and contracted for the balance of the hauling.

Unloaders? All four panelists had at least some trucks equipped with unloading attachments.

Average delivery hauls ranged from approximately 12 miles for Cleveland Builders Supply to something over 25 miles for Smith Concrete Products.

As the average delivery decreased in the number of miles traveled, the number of daily hauls per truck increased. Cleveland Builders averaged five hauls per truck per day vs. three to four hauls for Smith Concrete.

Advantages of contract hauling were: (1) lower investment on the part of the producer and (2) truck drivers could belong to a union without necessarily having the union in the plant.

Advantages of company hauling were: (1) closer control over drivers and delivery methods. (2) driver-employees more frequently acted in the company's best interests away from the plant and in their contacts with customers, and (3) the block

company was often more willing and financially able to install unloading equipment on trucks. Mr. Marino stated that complaints came in to him far more frequently from those loads of block that were unloaded at the site by hand, than from those that were taken off the truck by unloading equipment.

Credit Associations

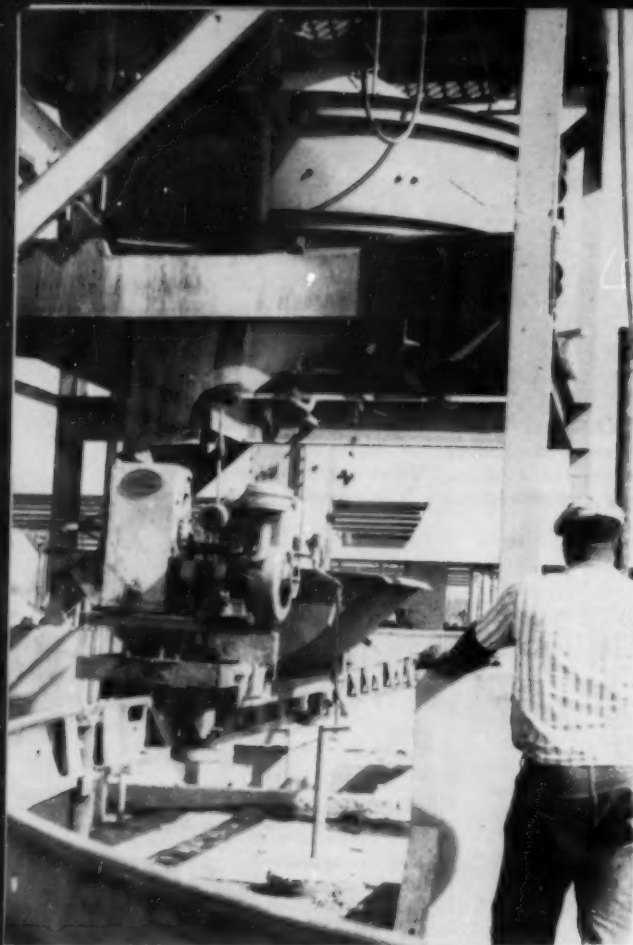
• The advantages of a local credit association composed of building supply dealers were explained by George Lee, president, Building Materials Credit Association of Florida, West Palm Beach. The spur of loss of credit makes collections easier; those that do not pay are quickly recognized; and credit policies of members in similar businesses are more uniform. The costs of such a local credit association, according to Mr. Lee's estimate, runs to approximately one-half of one per cent.

Crack Prevention

• The question "What is the best and most economical way to prevent cracks?" was asked of producers at the workshop session. Their answers: control joints, well-cured units, better mortar, more cement in the units, walls that are designed for what's needed, and adequate footings and foundations.

Other speakers on the two-day program of the Southeastern Concrete Masonry Association included: Thurman Sensing, executive vice president, Southern States Industrial Council, Nashville, Tenn.; Henry Toennies, NCMA; and William J. Bird, executive vice president, Greater Boston Chamber of Commerce.

Near the close of the meeting, it was announced that very probably next year's gathering place for the Southeastern group would be at Atlanta, Ga.



● Hopper car sits on the rail just beneath the mixer.



● Plop, the wet concrete falls into the waiting car.

Wet Concrete Out To The

Just possibly a railroader would have fun watching the operations at Prestressed Concrete, Inc., Louisville, Ky. Not that this plant has one of those fancy company-owned railroads with a variety of cars and engines running around the yard; such is not the case. But the plant does have a miniature, self-contained railroad—a Rex Railporter unit with two self-powered hopper cars and approximately 1,000 ft. of mono-rail track.

Like most railroads throughout the country, the miniature setup at Prestressed Concrete, Inc., was installed to deliver material from one point to another with a minimum of man power and time expended. Here, the two cars, running one behind the other on the single track, take the concrete from the batching and mixing plant and deliver it out to where the pouring crew is working on any one of the four, parallel, 206-ft.-long prestressing beds.

Though this plant is quite new in

terms of the number of months it has been producing sections (production began near the middle of this past summer), the decision for construction and the plant's basic design were ready for the go-ahead more than a year ago. But since production from this plant was to be primarily floor and roof sections, the recent discussion of the necessary thickness of concrete covering around strand forced the plans and work to be held up pending the outcome of tests. Double "T" and channel sections coming off Prestressed's beds have 2 in. of concrete over the steel in the legs of the members.

Looking in from the road at this plant, set on a good-sized plot out on the almost treeless flats south of Louisville, the overall design is somewhat on the order of a large "U", with the base formed by the batching and mixing plant. The four beds, Railporter trackage, and beam curing and storage areas along the beds form the the sides of the U-shaped

setup. Engineering for this plant was supplied by Ross Bryan.

For the present, all material comes in by truck; but a railroad spur is available to the back of the lot line and will be used when demand warrants installing extra track footage to bring cars in for unloading.

All new batching and mixing equipment was purchased for this plant. The bins and elevators were fabricated by the Gregg Co. Cardinal scales weigh out the ingredients of the concrete. Sections being cast in the middle of October had a concrete mixture of 1,750 lbs. of Kenlite, an expanded shale, 705 lbs. of Type III cement, and 39 gals. of water.

Charging the T. L. Smith Turbine-Type Mixer is simply a matter of dropping the dry materials through a funnel that empties into the open periphery of the doughnut-shaped tank. Liquids enter by a separate tube. Mixing time in this unit, supposed to be the second of its type ordered for installation in the U.S., is

Rides The Rails

Prestressing Beds



● Two men tilt the hopper to dump concrete in the bed.



● And back to the batching tower scoots the empty car.

between $1\frac{1}{2}$ and 2 minutes. Mixer discharge is through a door in the bottom of the tank.

Running underneath the mixer is a portion of the tracks of the Railporter setup, manufactured by Chain Belt Co. While the concrete is being mixed thoroughly, one of the hopper cars is stationed underneath the mixer discharge chute; mixing ended, the gate of the mixer opens; and the concrete falls by gravity down through a partially enclosed chute and dumps with a plop into the waiting hopper car. About half of the mixer's concrete fills the first car nicely—it holds slightly more than one-half a yd. When the first car has its load, it is sent off down the curving track to where the crew is working. Then the operator starts up the motor on the second car and moves it up under the chute to receive the balance of mixed concrete. Then this car follows the first off down the track.

Watching one of the cars loaded with concrete move along the track

under its own power is just like seeing a bouncing and swaying bathtub mounted on one of those little cars that carry workmen to and from the jobs along the big railroads. You can hear the "putt putt" of the little one-cylinder engine as the car goes up and down slight grades and around corners on the monorail.

All told it's approximately 250 ft. by rail from underneath the batching and mixing tower out to the other end of one of the prestressing beds. According to John Gellhaus, plant manager at Prestressed Concrete, Inc., it takes one of these buggies only 40 seconds to deliver a load of concrete from the mixer out to the far end of one of the beds. (This figure closely corresponds with an inaccurate time trial of one of the cars. On this run, it took a buggy only 30 seconds to deliver its $\frac{1}{2}$ yd. out about two-thirds of the way down an outside bed.)

Stopping the car with its load is a simple matter. The nearest member of the pouring crew just steps up

close to the car as it approaches and pulls a verticle lever to disengage the engine. Then he and another helper tilt the bathtub-like hopper over until the concrete dumps into the form.

After the first car has been unloaded, it is shoved on a little further down the track; then the second car, following a little way behind the first, is stopped and its load dumped. This gives the crew just about enough concrete to fill the form for a distance of two car lengths. Finally, the cars are reversed and sent back to the mixer for more concrete.

During the actual pouring operation, most the plant's 11-man crew is kept busy working with the concrete—dumping the hopper cars, spreading the concrete over the bed, running the vibrator and the screed, or hand troweling along behind. The three exceptions are: John Gellhaus, plant manager, another man who runs the batching and mixing equipment, and the operator who runs the hopper cars at the batching plant. With

this crew and the equipment in use, it takes approximately an hour to pour and finish one of the 206-ft.-long beds.

The four beds, as previously stated, are each 206 ft. long. Each is built upon a foundation of pairs of 15-in.-diameter concrete piers, spaced on

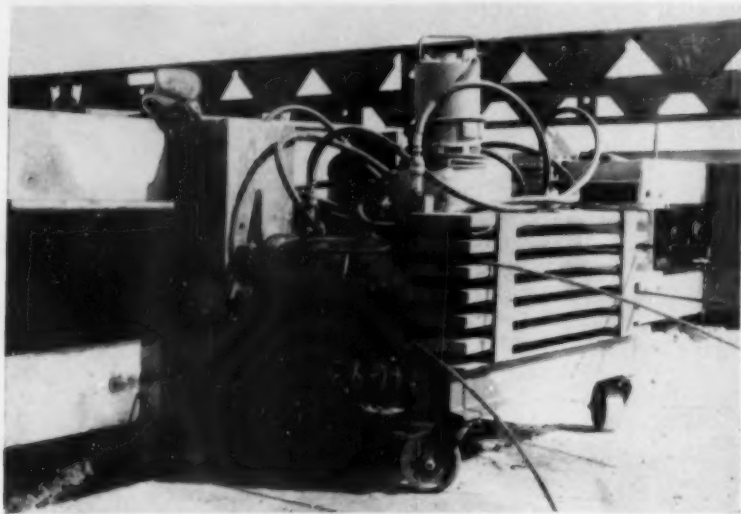
6-ft. centers down the length. Resting across each pair of piers is a steel beam, shimmed up to a level with its counterpart along the bed and then bolted to the piers beneath. Running the full length, one on each side of the bed, are a pair of wide flange beams. These are bolted and welded to each of the supporting cross beams. Forms, fabricated by Link Belt, are secured within this "U" made by the lengthwise wide-flange beams and the supporting cross beams.

While these pictures were being taken, the crew was pouring a number of 24-ft. lengths of a special cut-down version of the plant's standard double "T" section, which has a 68-in. width across the flange. These modified sections ended up as channels with a slight lip-type flange extending out from the legs.

Prestressed Concrete's multiple-strand tensioning equipment is a built-up combination affair incorporating equipment from a number of manufacturers. Highly portable, the jacks, pump, hoses, etc., are mounted on a dolly for movement from bed to bed, as needed. Both jacks have a 10-in. stroke.

Strand deflection along a bed is accomplished with manually-operated screw jacks that depress the strand sufficiently so that vertical inserts, one for each leg of a member, can be fitted between the forced-down strand and a rigid frame across the top of the bed. This specially-fabricated insert is a bar of reinforcing with a flat cap on one end that fits under and up against the cross frame and a short piece of angle iron on the other end to fit over the depressed strand and hold it in place.

Electrical outlets for power to the compacting and finishing equipment are located between each pair of beds.



● Prestressed Concrete's jacks are on a dolly to roll from bed to bed.



● Bed construction—piers, "I" beams, forms, and brackets for curing system.



● Karry Kranes do the heavy jobs at Prestressed.



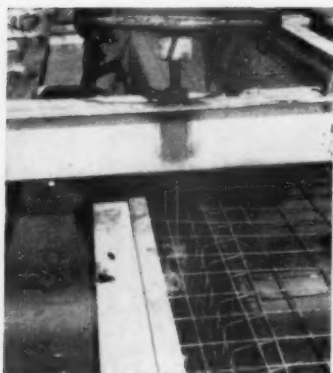
● Crew adjusts frame to begin deflecting strand.

At present, curing at this Louisville plant is by a combination of atmospheric temperature and a polyethylene-covered fiberglass blanket to cover and protect the sections while they are in the forms. Also, posts with brackets for the support of a warm-air curing system have been installed along the beds.

For breaking out, for lifting and moving the sections around the yard, and for toting heavier items, such as reels of strand and reinforcing, the plant has two Hyster Karry Krones.

In mid-October the plant's office, which is out by the road, hadn't been completed, though the shell and interior partitions were in place. Even so it was fairly easy to imagine how this office, when finished and fixed up, would prove to be an effective sales tool. Dressing up one portion of the wall facing the roadway is a simple and attractive block panel that has every other block in each course turned on end. The balance of the exterior and interior walls and partitions evidence plain, functional building with block. The roof, of course, incorporates the plant's two primary products, prestressed double "T" and channel sections.

An interesting example of cooperation for mutual profit exists in the organizational setup of Prestressed Concrete, Inc. Its production is sold through a dealership arrangement with Louisville Builders Supply Co., with this latter company furnishing the sales and sales engineering personnel. Sales Manager of Louisville Builders Supply Co.'s Prestressed Concrete Division is R. C. Johannes; sales engineer for prestressed products is Bob Campbell.



● Screw jack forces strand down.

New Orleans, La., the home of Dixie Land jazz, the Mardi gras, and the famous French Quarter, will play host to producers and wives attending the 29th annual convention of the National Ready Mixed Concrete Association and the 43rd annual convention of the National Sand and Gravel Association, Feb. 16-19.

This year's four days of meetings will begin, Monday, Feb. 16, with a program on the operation of state and area associations.

Some of the other highlights, picked from the tentative NRMCA program, include: Kenneth E. Tobin's report, Tuesday morning on the "Progress in the Study of Operating Cost Ratios in Ready Mixed Concrete Industry." The morning program also includes the election of NRMCA officers for 1959.

That afternoon, Vincent Ahearn, executive secretary of the two associations and always an interesting speaker, will sum up "The Democratic Congress and the Republican Administration Face Tough Decisions in 1959—with 1960 in Mind."

Wednesday morning S. H. Westby, manager, Housing and Cement Products Bureau, PCA, will take "A Look at Ready Mixed Concrete from the Customer's Point of View." Also at the same session Gary L. Marable, vice president-general manager, Ready Mix Concrete Co., Inc., Ft. Lauderdale, Fla., will go into "Dispatching Procedures and Adoption of Delivery Schedules in a Ready Mixed Concrete Operation."

Luncheon Speaker, Wednesday, will be the Mayor of New Orleans, deLesseps S. Morrison.

Two-way mobile radio will be discussed during the afternoon session.

Thursday morning's program offers a choice for ready mixed producers; interesting sessions are being held simultaneously. At one, speakers will discuss such topics as: operating problems, concrete pavement construction, and prestressed concrete, as viewed by a ready mixed producer. At the other, concurrent session, topics include safe driving and public relations.

Thursday afternoon's sessions also present a choice. One of the simultaneous sessions will be of a technical nature, while the other will take up some of the business aspects of running a ready mixed concrete plant.

Vincent Ahearn will close one of

the Thursday afternoon sessions with "An Appraisal of the Results of Industry Bargaining with Labor Unions in 1958 and Danger Signs for 1959."

The tentative program for the NRMCA meeting follows so that those individuals planning to attend can note the particular talks of interest:

Ready Mixed Association To Meet at New Orleans

Monday's Program

CONFERENCE ON OPERATION OF STATE AND AREA ASSOCIATIONS

Panel Discussion: "How to Plan Interesting and Well-attended Meetings"

Paul Lenchuk — Moderator
Florida Concrete and Products Association, Inc.

Claude L. Clark — Panel Member

Ohio Ready Mixed Concrete Association

Thomas E. Durkin — Panel Member

Ready Mixed Concrete Association of Wisconsin, Inc.

"A Public Relations and Safety Course for Drivers"

Claude L. Clark

"How Oklahoma Organized and Activated a Successful Ready Mixed Concrete State Association"

Joe E. Offutt

Oklahoma Ready-Mixed Concrete Association

"From the Standpoint of the Businessman, What Can a State Association Do For the Industry?"

John W. Winkworth, Vice President

Winkworth Fuel & Supply Company

Detroit, Mich.

Tuesday's Program

MORNING SESSION, 9:30 A.M.

Address of the President

M. Eugene Sundt

Albuquerque, N. M.

"Progress Report on Study of Operating Costs Ratios in Ready Mixed Concrete Industry"

Kenneth E. Tobin, Jr.

Associate Executive Secretary

"Depreciation and Salvage Values for Tax Purposes"

H. Y. Kinard, Vice President

Maule Industries, Inc.

Miami, Fla.

"Is the Federal Government Threat-
(Continued page 35)

PREVENTIVE MAINTENANCE SAVES MONEY

By HOWARD R. CANADA

Four Wheel Drive Auto Co.



Good preventive maintenance of concrete block and ready mixed trucks does not cost — it pays.

It pays off in always-reliable service. And service is what block makers and ready mixed producers are selling.

With close controls established by building codes, architects, engineers and contractors, the product — whether concrete or block — is manufactured to definite formulas. To the building contractor, this means that, no matter who the supplier is, the cost of these important construction materials will be about the same. To the block manufacturer or ready mixed producer it means that reliability and service often make the difference between getting and losing a contract for concrete or block.

That's why truck maintenance is so important. An operator whose trucks consistently get the materials where they are needed when they are needed, no matter how tough the terrain, has the inside track over operators whose trucks have a record of breakdowns, each of which can mean the loss of a batch of concrete and idle contractor work crews.

The most effective way to prevent many such breakdowns is through a consistent truck maintenance program. Such preventive maintenance programs are not expensive. Elaborate facilities and expensive manpower are not nearly so important as close attention to details. The all-im-

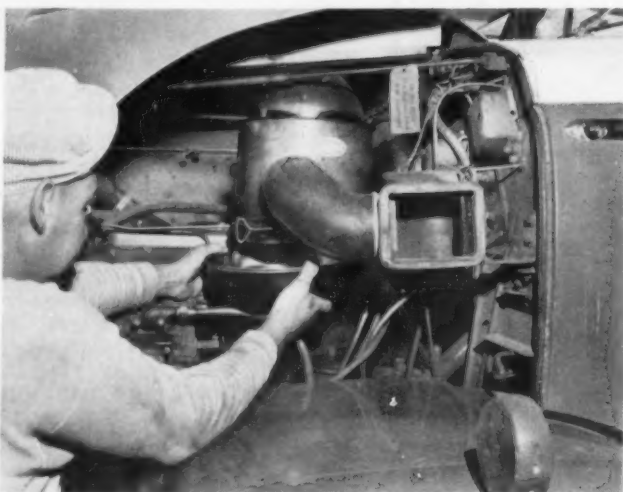
portant point is that someone — dispatcher, driver or mechanic — be assigned the responsibility of seeing that the maintenance operations are performed.

There are five basic elements, besides a daily tire check, in a good preventive maintenance program. And the operator who follows them carefully will keep his trucks running week in and week out with a minimum of in service failures. (Several of these maintenance steps are illustrated in the accompanying photo-

graphs, which show how one ready-mix operator — Schuster Quality Concrete Co. of Green Bay, Wis. — runs its preventive maintenance program). Here are the five basic elements.

1. Cleanliness

Of course trucks look better and do a better job of advertising the operator if they are sparkling clean, but there are even better reasons why cleanliness is first on the list of preventive maintenance items.



● Check air filter daily and dunk it in cleaning solvent as needed. Under dusty conditions filter should be cleaned daily.





● The more road grime and concrete is kept scrubbed and scraped off your trucks, the less chance there will be of rust pocking and pitting this expensive piece of equipment. Also, the cleaner the truck, the better the advertising job it does for your product. Here, driver uses his long-handled, stiff-bristled brush to clean the frame, axle housing, and drive shaft.

One is that if wet concrete isn't washed off the truck immediately it will damage the paint and lead to early rusting. Another is that concrete allowed to accumulate and harden on the truck chassis can set up vibrations that will knock drive shafts, brake drums and other rotating parts out of balance. This will shorten bearing and seal life and lead to some major repairs considerably before they normally would be needed.

The way to prevent such damage

is to provide washing facilities at the loading site so the trucks can be hosed down after loading and at the end of the working shift. To keep wet concrete from reaching vital parts of the truck chassis, many operators clamp or bolt a sheet of 14 or 16-gage sheet metal to the truck frame under the mixer to catch falling concrete. It's also a good idea to spray or brush crankcase flushing oil on areas of the truck and mixer which are most likely to have wet concrete fall on them. The oil will

make the concrete slide off as soon as it hits.

2. Lubrication

The best way to make sure the truck is properly lubricated is to follow the manufacturer's instructions on lubricants and lubrication points. In addition, the frequency of lubrication is also important. Frequent lubrication is very essential if operating conditions are particularly severe.

For example, if the trucks must



● Metal sheet attached to frame under mixer protects truck from falling concrete.



● Schuster mechanic and maintenance supervisor Len Pawelczyk checks maintenance guide sheet relating to a company truck.

travel through hub deep mud or water, wheel bearings should be inspected frequently and lubricated as often as needed. Water and mud also will wash away lubricant in steering linkage and other chassis points, so that more frequent lubrication will be needed to force out dirt that may have entered and prevent the entry of more dirt.

3. Filters

Both air and oil filters must be in good operating condition.

A dirty air filter allows dirt to enter the engine and leads to excessive engine wear and increased fuel consumption. Air filters should be checked daily and cleaned according to the manufacturer's instructions. When the trucks are operating in dusty areas, such cleaning should be done every day.

Engine oil filters must be changed regularly. And crankcase oil must be checked daily and changed regularly. The operator's oil supplier can provide guidance here. It will pay to seek and heed his advice.

4. Breather vents

Engines, transmissions, transfer cases and axles generally are provided with breather vents, which can become clogged with mud or dust. Such clogging builds up pressure in these assemblies and causes a strain on the seals that will eventually lead to leakage of lubricants. The answer is to check these breather vents once each day and keep them clean and open.

5. Clutch adjustment

Operating conditions place an unusual load on the clutches of concrete trucks. And, since a slipping clutch can lead to expensive repairs, it's important to check the condition of the clutch frequently—even daily—to keep it in proper adjustment.

These are the five basic elements, besides a daily tire check, in any good preventive maintenance program for concrete block and ready mixed trucks. But they are not the only items that require consideration. Most truck manufacturers provide a complete list of maintenance operations, along with recommendations on how often each should be performed.

For example, Four Wheel Drive Auto Co. provides a printed "Preventive Maintenance Guide" through its dealers. These guides are made up in pads which set forth a regular

PREVENTIVE MAINTENANCE WORK SHEET Number 1 (Recommended Interval - 1000 Miles or 60 Hours of Operation)			
INSPECTION DATE _____	MILEAGE AT INSPECTION _____	VEHICLE NO. _____	
VEHICLE MODEL _____	CHASSIS NO. _____	ENGINE MODEL _____	SERIAL NO. _____
<p>The following inspection is based on the assumption that each vehicle operator will perform a daily check of tire wear, tire pressure, engine oil level, radiator coolant level, clutch and brake operation, lights, horn, switches, instruments and windshield wipers. These items should be constantly maintained.</p> <p>"X" = OK "A" = Adjustment Made "R" = Repair Needed</p>			
<p>1. Lubricate Chassis and Check:</p> <p>A. Cab Hardware - Hood Latches _____</p> <p>B. All Accessories _____</p> <p>C. Check all Unit Lube Levels _____</p> <p>D. Change Engine Oil _____</p> <p>E. Change Oil Filter Cartridge _____</p> <p>F. Clean Engine Breathers _____</p> <p>G. Clean Gear Case Breathers _____</p>		<p>8. Wheels & Tires - Check for:</p> <p>A. Tire Conditions, Wear Pattern, Breaks _____</p> <p>B. Cracked, Bent Wheels & Rims _____</p> <p>C. Alignment of Rims on Wheels _____</p> <p>D. Wheel Nut Tightness _____</p>	
<p>While Performing Above, Check:</p> <p>A. Oil Leaks, All Gear Cases _____</p> <p>B. Tie Rod Ends, Drag Link, Steering Gear _____</p> <p>C. Springs, Shackles, Frame, Brackets _____</p>		<p>9. Check Cooling System for:</p> <p>A. Radiator Coolant Level and Leaks _____</p> <p>B. Anti-freeze in Season _____</p> <p>C. Hoses and Connections _____</p> <p>D. Fan Belt Adjustment and Condition _____</p> <p>E. Water Pump Leaks and Worn Bearings _____</p> <p>F. Fan Condition-Tighten Spindle Nut or Capscrews _____</p> <p>G. Drive Pulley Condition _____</p>	
<p>2. Transmission - Main & Auxiliary - Check:</p> <p>A. Operation for Noise _____</p> <p>B. Shifting - Ease & Completeness _____</p>		<p>10. Fuel System - Check:</p> <p>A. Leaks - Tanks, Lines, Carburetor _____</p> <p>B. Choke & Throttle Linkage _____</p> <p>C. Clean Filter & Fuel Pump Bowls _____</p> <p>D. Service Air Cleaner _____</p>	
<p>3. Transfer - Check for:</p> <p>A. Unusual Noises _____</p> <p>B. Operation of Differential Lock _____</p> <p>C. Chain Adjustment _____</p>		<p>11. Electrical System - Check:</p> <p>A. Ignition Wires and Terminals _____</p> <p>B. Battery Hyrometer Test & Water _____</p> <p>C. Lights, Switches, Signals _____</p> <p>D. Battery Cables & Mounting _____</p>	
<p>4. Propeller Shafts & Alignment Joints - Check:</p> <p>A. Condition of all Joints & Flanges _____</p> <p>B. For Bent Tubing - Cracked Welds _____</p> <p>C. Proper Installation for Balance _____</p> <p>D. Bolts & Nuts - Proper Tension _____</p>		<p>12. Engine - Check for:</p> <p>A. Unusual Noise _____</p> <p>B. Oil Pressure, Cold () Hot () _____</p> <p>C. Operating Temperature () _____</p> <p>D. Governor Setting () R.P.M. _____</p> <p>E. Is Governor Seal Intact _____</p>	
<p>5. Axles Front & Rear - Check for:</p> <p>A. Pinion Yoke Nut Tightness _____</p> <p>B. Housing Cracks - Distortion Etc. _____</p> <p>C. Tightness of Housing Bolts _____</p>		<p>13. Exhaust System - Check for:</p> <p>A. Leaks or Restrictions - Pipes & Muffler _____</p> <p>B. Security of All Exhaust Gaskets _____</p> <p>C. Back pressure _____</p>	
<p>6. Clutch - Check for:</p> <p>A. Chatter, Stopping, Grabbing _____</p> <p>B. Free Pedal Travel _____</p> <p>C. Proper Release - Bearing Noise _____</p> <p>D. Fluid in Master Cylinder _____</p>		<p>14. Inspector Will Road Test and Recheck:</p> <p>A. Operation of Engine, Clutch, Transmission, Transfer, Diff. Lock, Axles & Brakes _____</p> <p>B. Operation of Instruments, Lights, Gauges, Windshield Wipers, Signals & Door Levers _____</p> <p>C. Condition of Mirrors, Reflectors, Sheet Metal, Paint, Undercoating, Safety & First Aid Supplies _____</p>	
<p>7. Brakes - Check for:</p> <p>A. Operation - Service & Parking _____</p> <p>B. Hoses & Lines - Air, Vacuum, Hydraulic _____</p> <p>C. Compressor Oil Level (self-lubricated) _____</p> <p>D. Compressor cuts in () cuts out () _____</p> <p>E. Service Air Strainers _____</p>			
NOTE: CLEAN CAB AND ALL GLASS BEFORE PLACING VEHICLE BACK IN SERVICE			
REMARKS: _____			
Signed _____ Inspector Signed _____ Mechanic Signed _____ Foreman			

● Work sheet for the 1,000-mile or 60-hour check up. As the interval between shop inspections lengthens, 1,000, 4,000 or 8,000 miles, the range of items listed for inspection on the corresponding preventive maintenance work sheet increases.

sequence of preventive maintenance operations.

The sheets in the pad are color coded to show the maintenance operations which should be performed after various periods of operation. Sheet No. 1, which is white, lists maintenance items to be performed after 1,000 miles or 60 hours of truck operation; sheet No. 2 (yellow) shows the maintenance items for 4,000 miles or 250 hours of operation, and sheet No. 3 (pink) shows the maintenance items for 8,000 miles or 500 hours of operation.

These guides provide a check list to insure complete maintenance coverage, and they also have space on each sheet in which to record

the conditions found and corrections made.

The introduction to the FWD "Preventive Maintenance Guide" gives some common sense thoughts on good preventive maintenance for concrete block and ready mixed trucks. It says: "It would be hard to set up a preventive maintenance schedule to fit every type of operation. But this guide is complete, and it will serve you best if it is faithfully used and modified through your experience to suit your operation.

"The important thing is to use it—start now and take advantage of its benefits. The schedule can mean less down time, fewer repairs, better performance and lower operating costs."

NRMCA in New Orleans

(Continued from page 31)

ening Your Security with Respect to Lien Laws?"

George C. Eady, President
Consumers Supply Company
Louisville, Ky.

"Cost Controls for Truck and Plant Maintenance"

R. C. Shiely, Vice President
Guaranteed Concrete Company
St. Paul, Minn.

Election of Officers

Consideration of Proposed Constitutional Amendments

AFTERNOON SESSION, 2 P.M.

"What Does the Market Hold for Sand and Gravel and Ready Mixed Concrete in 1959?"

William Moore, President
J. P. O'Connell Co.
Boston, Mass.

"Federal Tax Developments in 1958"

John T. Sapienza
Counsel for Associations

"The Democratic Congress and the Republican Administration Face Tough Decisions in 1959 — With 1960 in Mind"

Vincent P. Ahearn

Presentation of NSGA and NRMCA Safety Trophies

Wednesday's Program

MORNING SESSION, 9:30 A.M.

"Merchandising Ready Mixed Concrete"

M. Eugene Sundt

"A Look at Ready Mixed Concrete From the Customer's Point of View"

S. H. Westby, Manager
Housing & Cement Products Bureau
Portland Cement Association
Chicago, Ill.

Discussion of Mr. Westby's Talk

Elbert F. Lewis, President
F. D. Lewis & Son, Inc.
Greensboro, N. C.

"Dispatching Procedures and Adoption of Delivery Schedules In a Ready Mixed Concrete Operation"

Gary L. Marable
Vice President — General Manager
Ready Mix Concrete Company, Inc.
Fort Lauderdale, Fla.

"Review of Methods of Compensating Ready Mixed Concrete Salesmen"

Q. W. Best, Vice President
Consolidated Rock Products Co.
Los Angeles, Calif.

JOINT LUNCHEON, 12:30 P.M.

Address by The Honorable deLesseps S. Morrison Mayor of New Orleans

AFTERNOON SESSION, 2:30: P.M.

"Effective Uses for Mobile Radio in a Ready Mixed Concrete Operation"

William J. Hicklin, Jr., Chairman

Joint Committee on Mobile Radio

"Alternative Methods Open to Producers in the Use of Mobile Radio"

Kenneth E. Tobin, Jr.

"Frequency Coordination Procedures in the Special Industrial Radio Service"

Raymond Doyle
Welex, Halliburton Company
Fort Worth, Texas

Thursday's Program

MORNING SESSION, 9:30 A.M.

"A review of Ready Mixed Concrete Operating Problems"

Fred F. Bartel, Chief Engineer
Tews Lime and Cement Company
Milwaukee, Wis.

"Progress Report on Equipment for Removal of Solids from Waste Concrete"

Murray S. Simpson, President
Super Concrete Corporation
Washington, D. C.

"The Use of Ready Mixed Concrete in Concrete Pavement Construction"

George R. Bathe, President
Ready Mixed Concrete Company
Omaha, Neb.

"Prestressed Concrete From the Point of View of the Ready Mixed Concrete Operator"

Peter J. Verna, President
Prestressed Concrete Institute
and
Vice President
Concrete Supply Company
Charlotte, N. C.

"The Objectives and Accomplishments of New York City's Concrete Industry Board"

Vice Admiral John J. Manning,
Civil Engineer Corps.
United States Navy (retired)
Managing Director
Concrete Industry Board
New York, N. Y.

Similar activities have recently been started in Detroit and Atlanta. Admiral Manning's presentation will be supplemented by John W. Winkworth, Vice President, Winkworth Fuel & Supply Company, Detroit, Mich., and V. D. Skipper, Manager, Concrete Department, MacDougald-Warren, Inc., Atlanta, Ga.

SIMULTANEOUS SESSION, 9:30 A.M.

"New Aspects of a Public Relations Program for the Ready Mixed Concrete Industry"

Ralph H. Anderson, Chairman

Committee on Public Relations

"Good Drivers Mean Better Public Relations"

Roger H. Slugg
Vice President of Operations
The Hamilton Gravel Company
Hamilton, Ohio

"Promotion of Safe Driving Through Cash or Bonus Incentives"

George R. Bathe, President
Ready Mixed Concrete Co.
Omaha, Neb.

"The Value of an Open House as Part of a Public Relations Program"

Speaker to be selected
AFTERNOON SESSION, 2 P.M.

"A Review of Engineering Research Problems of Sand and Gravel and Ready-Mixed Concrete Industries"

Stanton Walker

"Mineral Characteristics of Concrete Aggregates and Their Significance"

Bryant Mather, Chief
Special Investigations Branch
Concrete Division
Waterways Experiment Station
Jackson, Miss.

and
Secretary, ASTM Committee C-9 on Concrete and Concrete Aggregates

"The Effect of Maximum Size of Aggregate on Strength of Concrete"

Delmar L. Bloem

"Lightweight Aggregates from the Point of View of the Sand and Gravel and Ready-Mixed Concrete Producer"

Speaker to be selected

"Report of Exploratory Tests on Effect of Retarders on Setting Time and Strength of Concrete"

Richard D. Gaynor

SIMULTANEOUS SESSION, 2 P.M.

"Our First Year's Experience with Major Medical Coverage in the NRMCA-NSGA Group Insurance Plan"

Kenneth E. Tobin, Jr.

"Progress Report on the New NSGA-NRMCA Pension and Retirement Plan"

Donald Shepherd, Consultant

"Methods of Organization and Administration of an Employee Credit Union"

Herbert G. Jahncke
Vice President & Treasurer
Jahncke Service, Inc.
New Orleans, La.

"Communicating With Employees Through a Company Magazine"

Speaker to be selected

"An Appraisal of the Results of Industry Bargaining with Labor Unions in 1958 and Danger Signs for 1959"

Vincent P. Ahearn



Convention registrations will begin at The Roosevelt Friday morning, February 13.

Committee meetings start February 13. General sessions open Tuesday, February 17, and continue twice daily through Thursday afternoon.

Next month, February 16-19, your industry meets in colorful New Orleans to discuss the problems most vital to your business in the period ahead.

These are critical times. Make your plans, make your hotel reservation and BE THERE!

Some of the subjects you'll hear and talk about in panel and open round table discussions:

- Our industries' share of the market in 1959 and beyond
- Industry negotiations with unions in 1958
- Engineering and research, our U. of Maryland laboratory
- Merchandising techniques
- Public relations programs
- Impact of zoning regulation
- Safety programs
- Business problems: taxation, freight rates, better cost analysis, many others
- Mobile Radio

1959 CONVENTIONS



43rd ANNUAL
CONVENTION



29th ANNUAL
CONVENTION

NATIONAL SAND AND GRAVEL ASSOCIATION
NATIONAL READY MIXED CONCRETE ASSOCIATION

YOUR MOST IMPORTANT EVENT IN 1959

A Look at What's New in EQUIPMENT and MATERIALS

Columbia Installs First Automatic Rack Stripper

Another step toward complete automation in concrete block production has been announced by Fred Neth, president of Columbia Machine, Vancouver, Wash., when the firm's newest automatic rack stripper was recently installed at Western Block Co., Portland, Oregon.



The new Columbia rack stripper speeds handling, cuts man-hours drastically and reduces waste from breakage. It is set in motion when the lift-truck operator presses a button, after setting a rack of cured block in the transfer rack in the receiving end of the rack stripper.

An automatically operated elevator then unloads racks tier by tier from the transfer rack, sending pallets of cured blocks along the conveyor where a hydraulic piston pushes the blocks off the pallets onto a revolving drum that turns them over into position for cubing. Empty pallets are continued along the conveyor through cleaner and oiler to pallet magazine, while cured blocks are conveyed to the cubing offbearer where they are loaded onto the turntable cubing platform. A push button enables the offbearer to rotate cubing platforms 180 degrees to facilitate cubing. When a cube is completed, the large turntable is revolved a half turn, bringing a second, empty platform into position

for cubing. The stacked cube is then in proper position for the lift-truck operator.

The operation of the rack stripper is completely automatic and continues to operate until the transfer rack has been emptied. The stripper then moves back to the initial position and stops there until the lift-truck operator deposits a new load and again presses the button.

This compact Columbia rack stripper was designed for plants where limited space prevents the installation of an automatic Columbia loader and unloader. It fits all Columbia block machines and is easily adaptable to other makes.

Enter R37 on Inquiry Card

Aeroil Products Has New Portable Batching Plant

Aeroil Products Co. has announced the introduction of a new portable concrete batching plant. The unit is available in two sizes, 3½ & 6 yards. It can be powered by either a gas engine or electric motor.



The weigh hopper is made of abrasion resistant Man-Ten steel and features a new easy way to introduce cement to the batch. A beam scale is standard equipment with dial scales offered as optional. Mounted on four wheels, the plant is easily towed from one job-site to another. Total weight is 6,500 lbs. The Conveyor is 35' long and has a high speed 24" belt. A belt wiper is used

at the head end. 4" triple troughing idlers carry the belt with extra idlers provided at the loading point beneath the gate. Belt covers are available.

The photograph shows the unit in the working position with the rear wheels removed. Further information may be had by writing to Aeroil Products Company, 7 Wesley Street, South Hackensack, New Jersey.

Enter R38 on Inquiry Card

Roto-Bindicator Models Now Have U.L. Labels

Both standard and explosion-proof models of the Roto-Bindicator, made by the Bindicator Company, Detroit, Mich., specialists in bin level control for 20 years, now bear the label of Underwriters Laboratories, Inc., according to latest specifications.

The standard models are four in number: Model "R" with 110 volts, 60 cycle, three watts, single phase motor and single-pole, double throw switch; Model "RA" with same motor as Model "R", but with double-pole, double throw switch; Model

"RB" with 220 volt, 60 cycle, three watt, single phase motor and single-pole, double throw switch; and Model "RC" with the same motor as Model "RB", but with double-pole, double throw switch.

The explosion proof Roto-Bindicator is also in four models: Model "RX" with 110 volt, 60 cycle, three watts, single phase motor and single-pole, double throw switch; Model "RXA" with same motor as "RX", but with double-pole, double throw switch; Model "RXB" with 220 volt, 60 cycle, three watts, single phase motor and single-pole, double throw switch; and Model "RXC" with same motor as "RXB" and double-pole, double throw switch.

Enter R39 on Inquiry Card

Syntron Offers Catalog On Electric Vibrators

Syntron Company announces a new catalog on it's complete line of electromagnetic vibrators for vibrating bins, hoppers and chutes.

Illustrated twelve pages present complete descriptions, data and spec-

ifications for fourteen standard electromagnetic vibrators, ranging from models for vibrating less than one cubic foot to models capable of vibrating bins, hoppers and bunkers containing materials weighing in excess of 150 tons. The catalog also gives details concerning controllers, waterproof, dust-tight cases for vibrators, and explosion-proof cases for vibrators and controllers. It is illustrated to show typical installations. Three complete pages explain methods of application.

Free copy immediately available upon request from Syntron Company, 324 Lexington Avenue, Homer City, Pa.

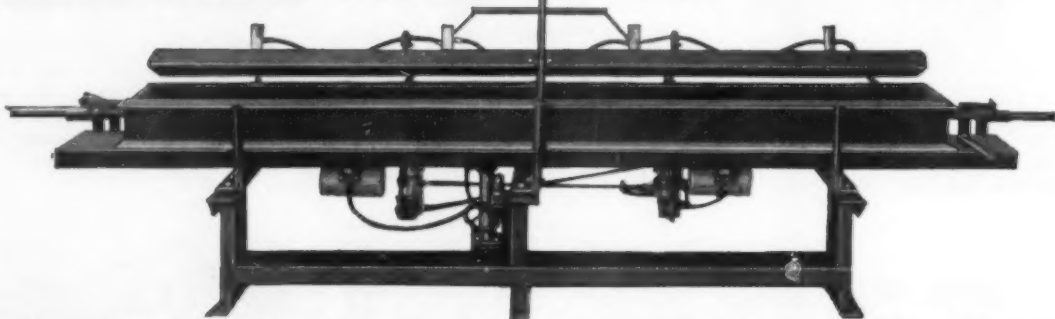
Enter R40 on Inquiry Card

Bergen Height-Density Unit Fits All Machines

The Bergen Zer-O-Matic height and density control automatically controls both the aggregate volume to the mold and the vibration period under pressure, and insures precise density, texture and height of block. Pre-selections are maintained automatically, regardless of existing variables

The New Improved KENT LINTELATOR

It's redesigned, built heavier, equipped with additional heavy duty vibrators, easier and faster to operate.



Hundreds of LINTELATORS are in use producing concrete lintels, coping, parking lot bumpers, fence posts, etc.

The business has proved to be extra profitable because it has come largely from established sources. New sales methods have not been necessary.

These profitable items can be used by almost all present customers.

The interesting story can open doors that have been closed and increase your list of purchasers.

The new improved LINTELATOR now in production assures even greater satisfaction and profit.

Write for information now and expand your business without increasing your headaches.

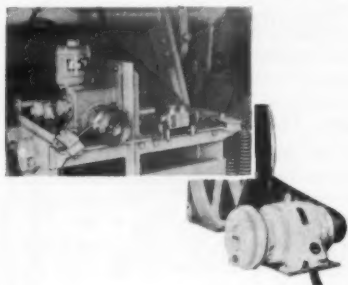
The KENT MACHINE CO. Cuyahoga Falls, Ohio, U.S.A.

SUBSIDIARY OF THE LAMSON & SESSIONS COMPANY

Canadian Distributor: Wettlaufer Equipment, Ltd., 49 Merton St., Toronto 12, Ontario

in mixing time, moisture and aggregate.

The Zer-O-Matic consists of an integral height and density component and includes a 10 hp. high-torque drive motor equipped with a fast-acting, trouble-free magnetic brake



and a fully automatic cut-off bar control unit. The Zer-O-Matic can be installed on existing block machines, and is easy to operate.

The manufacturer claims the installation of the Zer-O-Matic control unit will substantially increase yields in cement ratio per batch. Details are available from Bergen Machine & Tool Co., Inc., 189 Franklin Avenue, Nutley 10, N. J.

Enter R41 on Inquiry Card

New Portable Unitized Ready Mix Batch Plant

Clark Industries, Construction Equipment Division, 375 East Fifth Ave., Columbus, Ohio, announces the development of a new completely unitized batching plant, known as the Clark Trans-Plant. It has portability without lacking in accuracy and strength. Transporting from one job to another can be done with standard highway trailer equipment and assembled with a minimum of time and labor.



Trans-Plant is built in three unitized sections, (1) the top section with

capacities of 80, 110, 150 and 180 tons, and 3 to 6 compartments to suit job requirements, (2) the batching section with 2, 3, 4, 5 or 6 cubic yard weigh batchers is completely factory assembled with beam or dial scales, manual or automatic, (3) the supporting section is simplified by use of hinged columns, which swing into place as the batching section is raised. Field bolts hold the columns securely, while the top section is placed on the batching section and the Clark Trans-Plant is ready for operation. Trans-Plant is structurally reinforced and of all-welded construc-

tion. Bracing on the support columns can be designed so drive-through can be in either direction.

Clark also manufactures a complete line of elevating and conveying equipment as well as a series of single unit cement storage bins.

Enter R42 on Inquiry Card

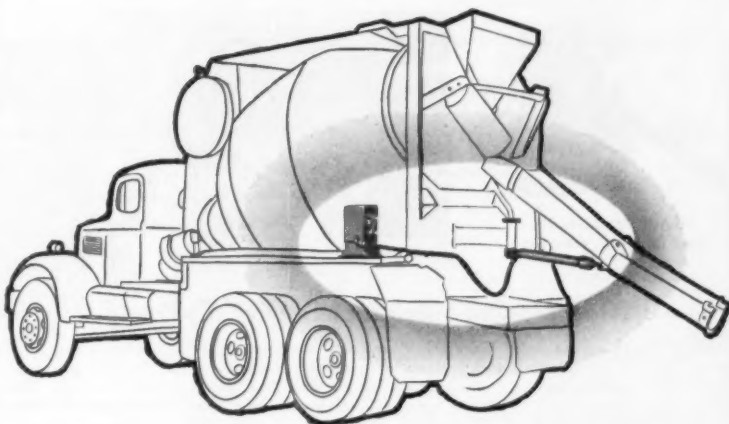
Ross Porta-Plant To Make Belt Idlers

Ross Porta-Plant, Brownwood, Texas, manufacturers of portable

Automatic Operation of Discharge Chute Cuts Costs, Speeds Concrete Deliveries



POWER-HYDRAULIC CONTROLS



With DYNA-CHUTE the discharge chute operates automatically. Just flick the control handle and the chute is raised, held or lowered instantly. Save time — keep deliveries on schedule. Thousands in use coast-to-coast. Easy to install and simple to operate. Modernize your existing ready-mix trucks with this safe, automatic speed control. Specify DYNA-CHUTE for your new units. All necessary parts are included to fit standard makes of mixers. See your dealer or write for full details.

MONARCH ROAD MACHINERY COMPANY

1331 MICHIGAN ST., N. E. — GRAND RAPIDS 3, MICHIGAN

concrete aggregate batching plants and bulk cement plants will begin production in the near future of a line of belt idlers.

Ross recently completed negotiations with the Acme Iron Works Company of San Antonio to purchase that firm's belt idler division. The belt idler has been manufactured under the Acme Idler name for a number of years.

The belt idler operation will be moved to the Ross Brownwood plant and will be manufactured by Ross and will be re-named the Ross Belt

Idler.

The idlers are four inches in diameter and feature "sealed-for-life" bearings. They will be manufactured in 18, 20, 24, 36 and 42-inch widths.

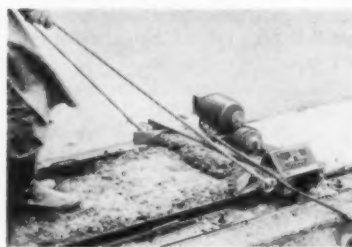
Ross is planning to add a line of head pulleys and wing-type tail pulleys with screw-type takeup adjustments. Production of the new items should begin about the first of the year. Further information may be secured by writing Ross Porta-Plant, Box 446, Brownwood, Texas.

Enter R43 on Inquiry Card

New Vibratory Screeds for Prestress Finishing

Two new vibratory screeds designed especially for finishing prestressed concrete sections, utilizing Thor's exclusive high frequency slapping action to vibrate, compact, and level concrete in one operation, have been announced for the precast industry by the construction equipment division of Thor Power Tool Company, 175 N. State St., Aurora, Ill.

The new screeds are said to bring to prestressed concrete manufacturers the same increased speed and quality of finishing as provided by Thor screeds recently introduced for finishing poured concrete slabs, highway and road sections.



The two new Thor screeds are Model FSM-4, which is 4 feet long, and Model FSM-6, 6-foot-long. The two sizes are designed for finishing conventional channel, double-tee, and other precast sections. Both models have Thor's unique "two-beam" construction with steel strapping vibratory mechanism.

With Thor's new screeds for precast work, an electric motor actuates a series of steel straps between the two beams, the resultant slapping action forcing out water and air and producing dense, compact, hard-surfaced concrete. Tests in the production of thousands of square feet of prestressed concrete sections have shown the new Thor screeds to be exceptionally low in maintenance because of their simplicity of design. Thor also manufactures a series of larger gasoline-driven screeds in 9, 10, 13, and 16-foot lengths.

Enter R44 on Inquiry Card

SYNTRON

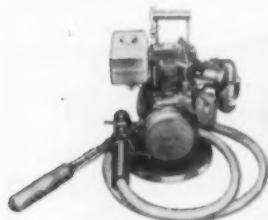
CONCRETE VIBRATORS



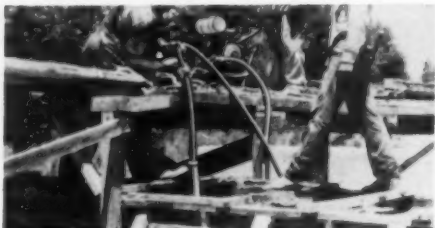
Electromagnetic
Concrete
Form
Vibrators



V-55 Vibrator used to make a Vibrating screed



Electric or Gasoline
Mass Concrete Vibrators



Gasoline Flexible Shaft Concrete Vibrator used
in large footer form

Faster placing—produce better concrete

SYNTRON Electromagnetic Concrete Vibrators provide a positive vibrating action that insures uniform compacting and settling of concrete. Easily attached to concrete pipe forms, block making machines, screeds, wall forms, etc. Available are sizes for every job.

SYNTRON Mass Concrete Vibrators are ideal for settling concrete in narrow forms, footers, columns, foundations, etc. Flexible shaft with vibrating head is easily placed into forms. Available with 1½ or 2 hp. Electric Motor or 5 hp. Gasoline Motor. Flexible shafts available in lengths from 12 to 42 ft.

Write for catalog data—FREE

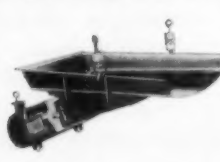
SYNTRON COMPANY
324 Lexington Ave. Homer City, Penna.
Other SYNTRON Equipment of proven dependable Quality



BIN
VIBRATORS



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SHAKERS



VIBRATORY
FEEDERS

Use Turbine Type Mixer In Pre-Mix Batching

By installing a pre-mix batching plant in an area of limited ready-mix supply, J. L. Shiely Company has secured contracts for building construction at the new Wold-Chamber-

OUTSTANDING!



Trinity White Portland Cement



As white as snow

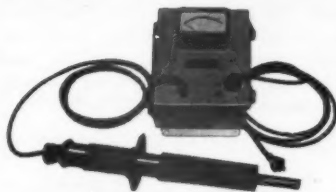


... plain or waterproofed

Owners of buildings used for commercial purposes have much to gain by the use of Trinity white, the *whitest* white cement. The whiteness arrests the customer's eye—the trim attractiveness of the place says "here's a good place to trade!"

A Product of GENERAL PORTLAND CEMENT CO. • Chicago • Dallas • Chattanooga • Tampa • Los Angeles

Cut Costs with RAMSEY MOISTURE CONTROLS



RAMSEY READY MIX MOISTURE PROBE

Makes moisture analysis—continuous, reliable — inexpensive. "Ready Mix" made from sand containing an unknown amount of water cannot be properly formulated! Compute "your" formula on dry weight! A correction chart supplied with each meter permits easy conversion to dry weight batching! Additional water requirements can be metered correctly! The meter measures surface moisture of sand around probe. Installation possible in less than 1 hour.

RAMSEY WATER CONTROL SYSTEM



Control Moisture in Concrete Mixes

Profit Making Advantages:

- **Increases Production.**
More blocks per hour — per man.
- **Reduces Material Expense.**
Use less cement.
- **Reduces Operating Costs.**
- **Controls Sand Moisture Content.**
- **Improved Quality.** More uniform blocks.

System Guaranteed for One Year.

FORRER'S STAR PRODUCTS FOR MASONRY

- ★ **X-L 100.**
Powdered concrete plasticizer
- ★ **Kleen-Mix.**
Eliminates "build-up" on hoppers and mixers
- ★ **For-Air.**
Concentrated air entraining agent
- ★ **Economy Release Oil**
A parting solution that cuts clean-up time by 50%

National Sales Representatives for:

RAMSEY PRODUCTS

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Completely automatic weighing, mixing and handling
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Measures sand moisture content
- ★ **Moisture Meter.**
Regulates water in concrete mix automatically
- ★ **Calcium Chloride Dispenser**
Automatic batching control.

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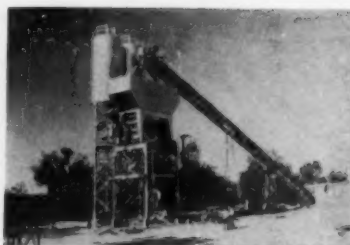
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FORRER'S, 2225 N. Humboldt Ave., Milwaukee 12, Wis.
Manufactured by RAMSEY Engineering Co.

Forrer's
PRODUCTS FOR MASONRY
SINCE 1926

lain Airport, St. Paul, Minnesota. Located in the heart of a rapidly expanding suburban area, this plant can also supply, on economical short hauls, the large volume of concrete anticipated in the area's residential and industrial development.

Featuring a new turbine type mixer and more economical and efficient facilities for cement handling and storage, the plant represents the most dependable source of highest quality concrete. Turbine type mixer rated at 1½ cubic yard capacity charges, mixes and dumps up to 2.17 cubic



yard batches in 50 second cycles; shrink-mixes and dumps in 30 second cycles. Weighing out the 2.17 cubic yard batches of cement, aggre-

gates and water automatically in 10 to 12 second cycles, the plant has ample capacity for addition of a second turbine mixer. The plant has overhead storage for 150 tons of aggregate in four sizes. 600 barrels each of two types of cement in separate overhead silos eliminates cost of recirculation. Cement is elevated from rail siding and truck receiving hopper to overhead storage silos by a series of inclined and vertical screws.

The plant is manufactured by Noble Company, 1860 Seventh Street, Oakland, California; turbine mixer by The T. L. Smith Company, 2835 North Thirty-second Street, Milwaukee, Wisconsin.

Enter R45 on Inquiry Card

UNIFORM PRODUCTION

FOR BLOCK AND READY MIX PLANTS

HYDROBOT

FOR UNIFORM
BLOCK PRODUCTION

HYDROBOT is an electronic instrument to automatically shut off the mix water when the mix is the proper consistency.

ACCURATE — Will duplicate batches with far greater precision than human judgement.

SIMPLE — Installed by your own maintenance man. Single dial adjustment. Allows easy setting for any moisture requirement.



\$278.00 Delivered Less 2% 10 Days

MARK X, H₂O METER — FOR UNIFORM

READY MIX PRODUCTION



The MARK X is an electronic instrument to determine the moisture in fine aggregates, such as sand, screenings, etc.

ENGINEERED — to be the most reliable and accurate instrument produced for the purpose at any price.

POPULAR — Most widely used Moisture Meter ever marketed — THE STANDARD OF THE READY MIX INDUSTRY.

Automatic MEMORY — The batcher can see at a glance what his previous moisture has been and whether or not it has changed since the last batch.

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DESIGNERS • MANUFACTURERS • CONSULTANTS

P. O. BOX 1329 SARASOTA, FLA.

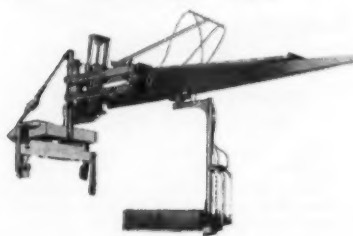
PHONE: RINGLING 7-3034

CABLE ADDRESS: "SARENCO"

High Speed Hoist For Offbearing Block

Bergen's "High-Speed" two-pallet off bearing hoist incorporates a number of design features which obtain effortless block handling at high speed. A significant design feature is a finger-tip control which minimizes operator fatigue.

Other design features include: a heavy-duty 8" cylinder capable of handling heavy loads; a smooth-operating multi-roller trolley to eliminate tilting; a built-in stabilizer maintains weight balance, keeps the pallet carrier plates parallel; and precision built ball-bearing wheels, self-cleaning and free-rolling.



The hoist is designed for both magnetic and non-magnetic operation and comes complete, ready for installation. It can be mounted on an existing pivot post, or a ball-bearing pivot post can be supplied. For special applications, the Bergen off-bearing hoist can be equipped with a jib assembly to work under a 13 foot ceiling. Bergen Machine & Tool Co., Inc., 189 Franklin Avenue, Nutley 10, N. J. will furnish full details upon request.

Enter R46 on Inquiry Card

DAVIS

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COLORS

the brand of quality and service

USE THE FINEST CEMENT COLORS
in

**BUILDING BLOCK
SPLIT BLOCK
PATIO STONE**

(SEE YOU IN CLEVELAND,
BOOTH 304)

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OVER **50** YEARS OF
SPECIALIZED EXPERIENCE
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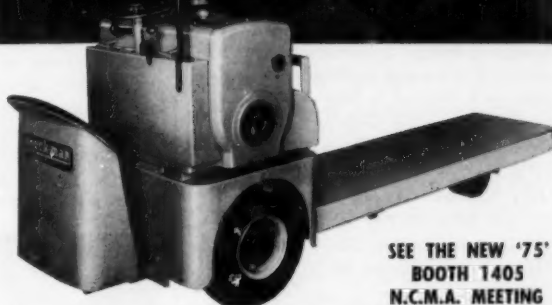


Symbol of the
Dependability
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THE **NORWALK** VAULT COMPANY
Dept. AB NORWALK, OHIO

NEW truck-man "75" MOVES MORE RACKS PER DAY

75,000 LB. CAPACITY



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BOOTH 1405
N.C.M.A. MEETING

at no extra cost
PACKED WITH NEW FEATURES

- ★ Handles Your Largest Racks
- ★ Exceptional Ground Gripping Traction
- ★ Unequalled Flotation
- ★ "No-Spin" Differential
- ★ One Finger Power Steering
- ★ Unsurpassed Visibility
- ★ 94" Outside Turning Radius (with 60" platform)
- ★ Electric Starter

A REAL BRUTE DESIGNED FOR BLOCK PLANTS—Truck-Man's new "75" really hustles your racks. 75° wheel angularity on steering (rear) wheels—shortest possible turning radius • Wide profile, ground gripping tread tires on rear (23 x 8.00 x 10) will take you places no other platform truck can go • Ample power to bull through mud and snow • "No-Spin" differential keeps you moving as long as one drive wheel can get a bite • Forward and reverse transmission with simple controls for easy maneuverability at speeds up to 12 mph • Wide, load wheels carry the load • Power steering for easy control—**MOVE MORE RACKS PER DAY, ANYWHERE**, with a TRUCK-MAN "75".

OTHER TRUCK-MAN MODELS

High Lift Models for stacking and loading—Y-40, 4,000 lb. • Y-50, 5,000 lb. • Y-60, 6,000 lb.—Model DHP, 4500 lb. Platform Truck.

WRITE TODAY FOR LITERATURE ON PLATFORM AND HIGH-LIFT TRUCK-MAN MODELS

truck-man LIFT TRUCKS
by the KNICKERBOCKER COMPANY
570 LIBERTY ST., JACKSON, MICHIGAN

Dodson's Digest



Bridge Deal

As I headed home recently from an extended trip outstate, I stopped at a detour. A bridge construction crew was replacing old wood abutments with concrete so I decided to have a look.

"Hi!" I shouted, walking up. "Name's Dodson. What's up?"

"Hello," called a heavy-set man. "I'm Otto Molmen. We bid low on this job . . . too low, the way things are going."

"Sounds like trouble," I ventured. "How long you been on it?"

"Two weeks now . . . and we haven't even gotten a good start," he said, disgustedly. "What's your line?"

"Calcium Chloride," I answered. "Maybe I can help you."

"Now don't get me wrong, Dodson," he said firmly, "but if there's one thing I don't need, it's more expenses! Be lucky to break even."

"One way to cut costs is to get the job done sooner," I remarked.

"Right," he replied, "but . . ."

"Okay," I broke in. "With Calcium Chloride in your mix you'll save money. Not only will it reduce set time by more than half so you can finish up sooner, but it also minimizes chipping and cracking. With Calcium Chloride you get higher early and final strength, too. Now, if I were you, I'd . . ."

"Sounds logical," he interrupted. "I'll get some tomorrow."

"Nothing doing!" I insisted. "Get to a phone right now, and call your ready-mix man . . . tell him on the next truckload to add two pounds of Calcium Chloride for each sack of cement."

"What's the rush?" Otto asked.

"Oh, nothing," I grinned. "Only that I've got to make this trip again next month . . . and this bridge will save me 40 miles of driving!"

— L. D. DODSON

P.S.—If you want to bolster your cold weather profits, send for your free copy of our booklet, "How To Make Better Concrete Products and Ready Mix," Wyandotte Chemicals Corporation, Wyandotte, Michigan. Offices in principal cities.

Wyandotte
CHEMICALS

MICHIGAN ALKALI DIVISION

HEADQUARTERS FOR CALCIUM CHLORIDE



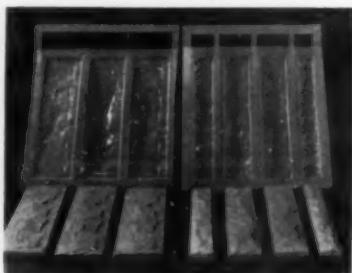
New Plastic Molds to Produce Faced Block

Marinette Engineering Corporation, Marinette, Wis., announces the development of "Polycon", a highly perfected system of plastic precast concrete molds.

Polycon is a practical, engineered system which enables the concrete plant operator to produce high quality, profit-producing concrete products. The Polycon system offers a complete line of molds and related equipment including support pans, frames, curing racks and vibrating tables all reasonably priced.



A wide variety of Polycon molds are available including wall stones, patio stones, wall panel liners and novelty items. In addition Polycon introduces the application of unlimited facings for ordinary concrete block. Surface finishes ranging from natural stone to smooth, glossy tile are easily attained with no finishing operation, parting compound or special mix being required. Interior walls of concrete block finished with Polycon facings compare with tile in appearance and are achieved at costs far below tile installations.



Extensive testing has shown Polycon molds to be extremely durable and tough. They can be twisted and bent and yet will return to their original shape. With normal care Polycon molds can be re-used more times than any other plastic mold known to be on the market.

Freedom of design and low cost coupled with the wide variety of surface finishes imparted by Polycon

will appeal to the building architects and expand and increase the profits of each operator's specialty department. This development in precast concrete opens new horizons and profit possibilities for the concrete plant operator. Write for information today to Marinette Engineering Corporation, P. O. Box 394, Marinette, Wis.

Enter R47 on Inquiry Card

Self-Sticking Label Is All-Weather Item

Labelon Tape Company, 450 Atlantic Ave., Rochester, N. Y., manufacturer of the popular "write on it" tape, announces a new self-sticking label especially designed for outdoor or permanent indoor use. Called MC Labelon, the new product consists of a pressure-sensitive card that can be written or typed upon, and then covered with an attached clear layer of outdoor type Mylar plastic for permanent protection.



The special type of Mylar cover protection is designed to withstand the rigors of rain, dirt and sunlight, and is not affected by grease, oil or acids. The writing under the cover cannot be altered or marred in any way, and the labels resist heat up to 300 degrees F., or cold down to minus 100 degrees F.

MC Labelon is easy to use, taking only a second to apply. Labels are available with colored borders in black, blue, red or green, for filing or identification purposes, and are conveniently packaged in small tray-type boxes. Sizes range from 5/8" x 1 1/2" up to 2" x 3 1/4", and in the smallest size the price is only one cent per label. The company believes the product will find wide use in business and industry, especially in applications calling for a label to withstand the elements, resist heat, and be forever clean and easily readable.

Enter R48 on Inquiry Card

Four aggregates and cement can be speedily batched from this TW200M Tandex plant. 565 barrel cement bin is served by UD-15 elevator and 30 foot undertrack screw.



LEADING MANUFACTURER OF CONCRETE
MATERIAL HANDLING EQUIPMENT
ENGINEERED EQUIPMENT, INC.
WATERLOO, IOWA



**FOR... INCREASED EFFICIENCY
FOR... IMPROVED OPERATION**

BATCHING PLANTS

**Designed by qualified E/E engineers . . .
offering low initial cost and top performance**

If you are interested in the ready-mix concrete business . . . or wish to improve an existing plant . . . E/E will recommend the set-up best suited for your operation. Get the FACTS and there is no obligation. Just write today or see your nearby E/E distributor.

**We'll be looking for you during the
NCMA Convention in Cleveland
BOOTH 422**

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EQUIPMENT

- Complete Batching Plants
- Complete Central Mixing Plants
- Portable Batching Plants
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- Material Bins
- Unit Batchers
- Water Batchers
- Cement Silos
- Belt Conveyors
- Screw Conveyors
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with the best temperature control you've ever had!

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W. H. Hall & Son
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Used Stearns 50-1 Block Machine, rear pallet feed, non-magnetic offbearer, 8" and 12" molds with fittings, racks and pallets for approximately 3000 8" block. Some spare parts.

ADDRESS: Box A-56, Care CONCRETE
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FOR SALE

Bergen Tri-Matic Block Machine
Front Pallet Feed
Automatic

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400 W. Madison St., Chicago 6, Ill.

FOR SALE

Bergen Tri-Matic Block Machine
3 years old
Front Pallet Feed & Power Offbearer
Address: Box A-55, Care CONCRETE
400 W. Madison St., Chicago 6, Ill.

FOR SALE

Single Besser Machine,
Concrete Products Plant,
location Elmira, New York.
Reply:

ALLEN G. STAMM
Turbotville, Pennsylvania

FOR SALE

Kent Twin Block Machine
Front Pallet Feed
Magnetic Offbearer
1,500 Pallets
40 Racks
1 - Marion 3/4 Yard Crane - \$5,500.00
PUNTA GORDA READY MIXED CONCRETE, Inc.
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CONCRETE TRUCK MIXERS
5 Jaegers .. 3-4 1/2 cubic yard capacity
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\$300 each .. as is, subject to prior sales.
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Selling — No. 8 Columbia Semi-Automatic with pump unit, less molds. Has new style pallet feeder and agitator. All in good condition. Getting larger machine.
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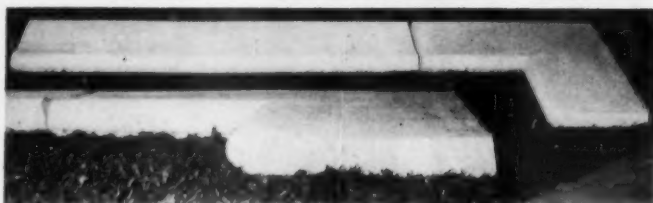
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4. A variety of linear shapes.

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POINTS THE WAY TO GREATER

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- Hi-Quality — all welded construction.
- Capacity up to 120 linear feet.
- Interchangeable base pallets.
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We have recently taken several Fleming-180 Automat'c Block Machines on trade. They are being offered for sale at \$1200—\$1600 complete. For DETAILED information contact:

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100,000 pressed steel pallets in stock (Send tracing or sample for quotation).

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New Economy Footing Forms, combined with regular EFCO Forms, permit pouring footings and walls in one operation. Save time, money, materials.

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No Matter What
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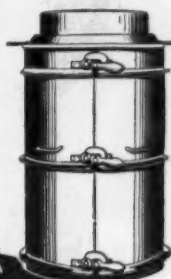
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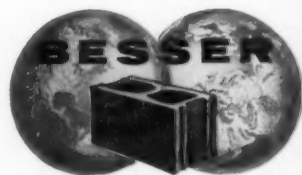
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